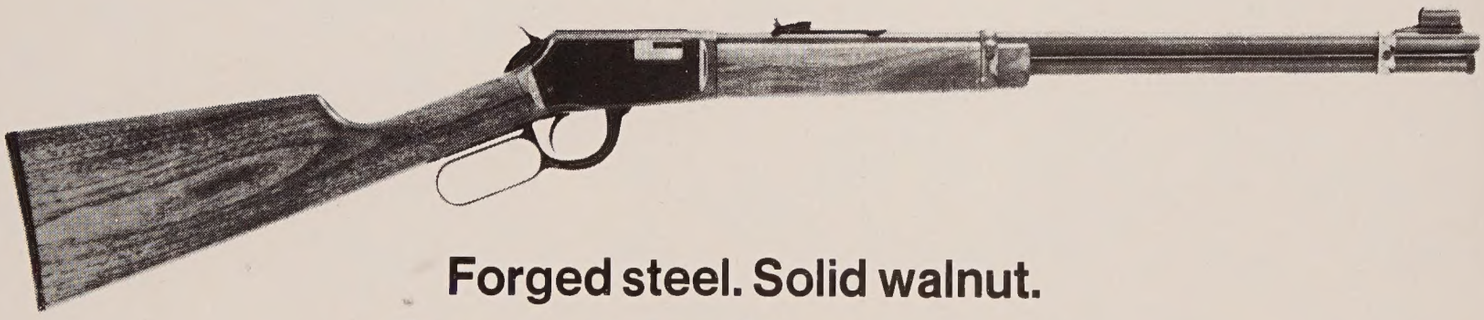
RAILROAD

OCTOBER 1975

MAGAZINE $1.00

WORTH IT?

With most rim fire rifles selling for less money why are shooters standing in line to buy the Winchester Model 9422?



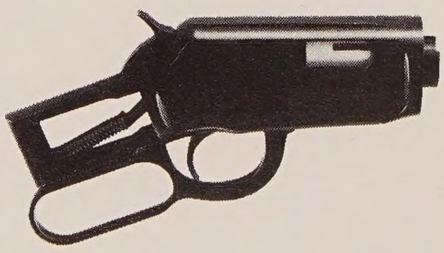
Forged steel. Solid walnut. Classic styling. Modern design. The big reasons the 9422 is "worth it".

It's true. There are many other rim fire rifles that cost less than the Model 9422. The reason they cost less money is that you get less gun. So if you have to pay a little more for a Winchester Model 9422 here's why we think you will find that it is "worth it".

Forged steel—not only in the barrel but also in the receiver, frame and finger lever. This means long life, great durability. (Compare this with other rim fire rifles that use cheaper alloy materials, such as zinc, in frame and receiver. This usually results in faster wear and a shorter life.)

Solid American Walnut—on the straight grip stock and carbine style forearm. (Compare this to so-called "Walnut finished hardwoods" that are actually nothing but cheaper grade birch, maple or cherry.)

Authentic, classic styling. The Model 9422 is styled after the legendary Winchester Model 94. (And who can better duplicate the true Western styling of this famous firearm than the company who first made it?)



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Magnum power. For a few dollars more the 9422M Magnum model lets you reach out further, hit harder. (This is the *only* lever action rim fire rifle available that is capable of handling the powerful 22 Winchester Magnum Rim Fire cartridge. In fact, this rifle was designed specifically for the magnum cartridge.)

Innovative features. A two piece firing pin mechanism that operates only when the action is completely closed and locked—for extra safety. Side ejection to permit low scope mounting. Adjustable, semi-buckhorn rear sight and bead front ramp sights included as standard.

For more reasons why the Winchester Model 9422 is "worth it" see your Winchester dealer.

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

Vol. 98, No. 6 October, 1975

ONE DOLLAR

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FEATURES and STORIES

Picnic Trains of Long Ago
by E. A. ("Frog") Smith 12
Peter Helck, Interesting Railfan No. 154
by Freeman Hubbard 16
Firing up the Blue Ridge . . . in the Rain
by Bill Withuhn 23
Photographs of the Month 28
Caboose-Riding Passes in the 1880s
by Watson B. Berry 36

DEPARTMENTS

The Mail Car 4
In Search of Steam
by Mike Eagleson 34
Trackside in the Diesel Age
by Jim Edmonston 38
Short Line Locomotive Rosters
by Sy Reich 43
Transit Topics
by Steve Maguire 46
Information Booth
by Barbara Kreimer 52
Passenger Train Survey 56
The Hobby Club
by Sy Reich 59
Books of the Rails
by Gorton T. H. Wilbur 60
The Switch List 62
Coming Events 64
Pen Pals Wanted 64

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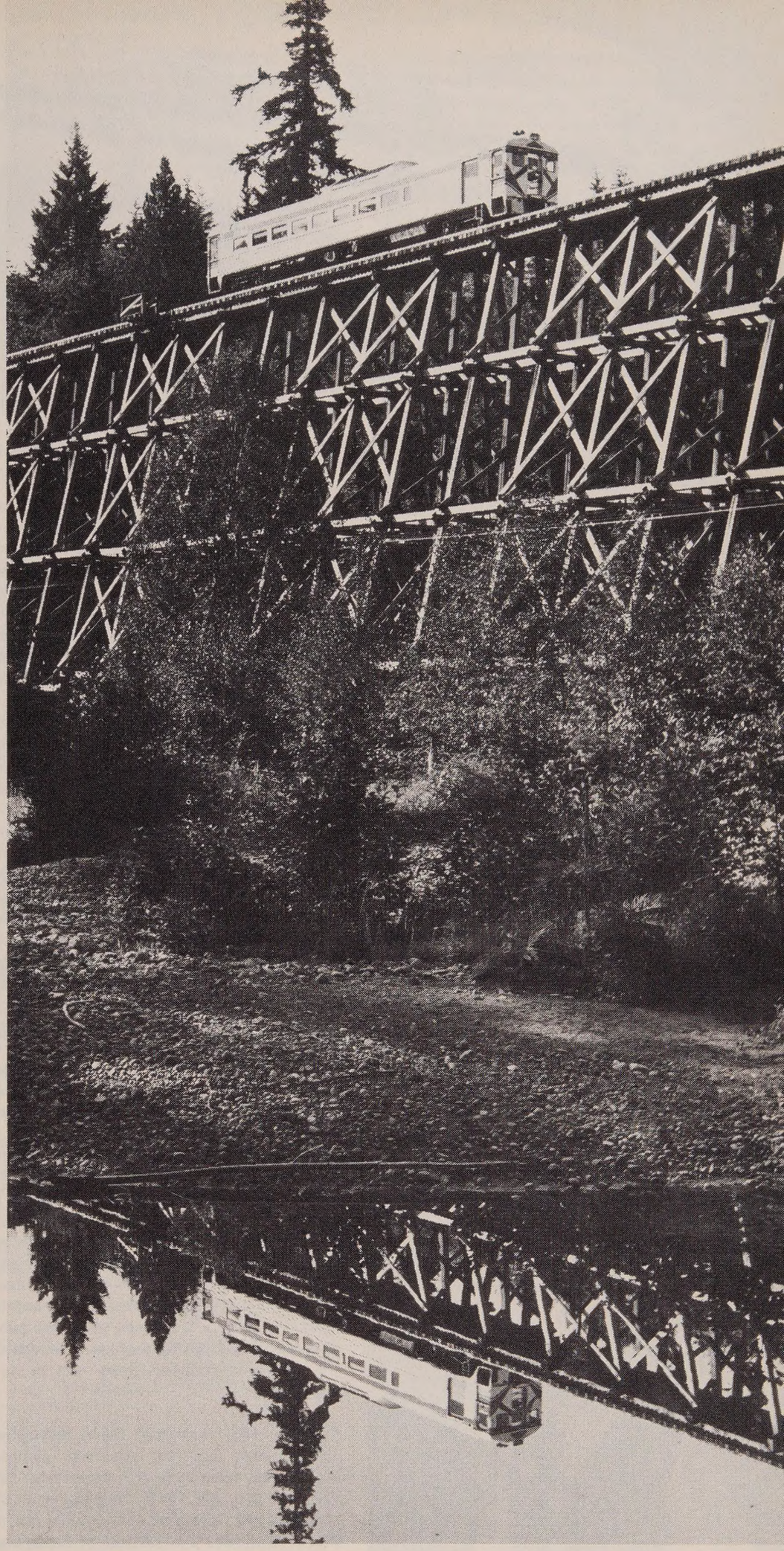
"Steam, Smoke, and Snow," painting made by Peter Helck about 35 years ago. **(See page 16.)**

One of the great places in New England fifty years ago to train-watch was at White River Jct., Vt., where four railroads gave a railfan hours of pleasure. The old ball signal was one of the attractions. Here we see one ball on the old-type crossing signal allowing Boston & Maine class P-2 Pacific No. 3623 to leave for Concord, N.H., on train 3008. An inbound B&M freight from Newport waits north of diamond, now gone, for 4-6-2 to move out.

Philip R. Hastings, M.D., 110 Sunset Rd., Waterloo, Iowa 50701

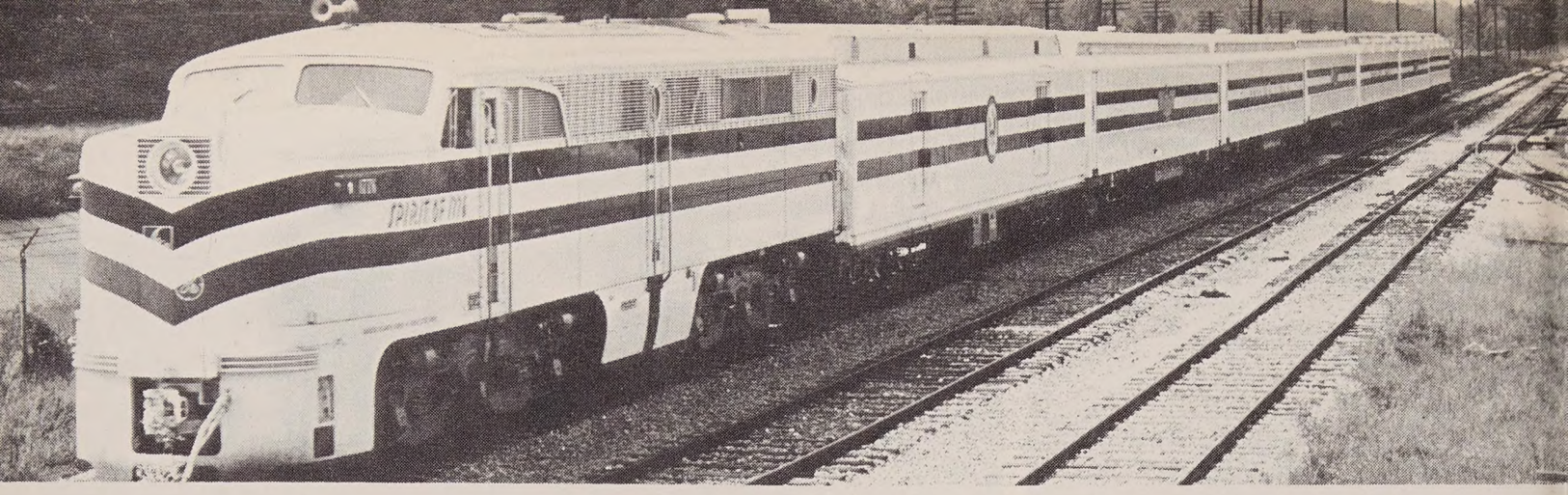
Southern Railway photograph

Southern Railway 2-unit head-end snakes 156 trucks to Mobile, Ala., for shipment to Saudi Arabia, after Penn Central had wheeled them down from South Bend, Ind., to Cincinnati, Ohio, covering a distance of 1,100 miles.



Esquimalt & Nanaimo Railway's RDC-2 No. 9103 makes final run over the Courtenay to Parksville segment of the Victoria subdivision June 30, 1975. Line north of Parksville is closed to all traffic, due to high cost of replacing trestles such as this one over French Creek.

David Wilkie, 595 Leaside Ave., Victoria, B.C., Canada V8Z 2K9



Alco-GE No. 1776 was the only locomotive that operated in 48 states of U.S., when pulling first *Freedom Train* in 1947. It was history's longest rail tour, 33,000 miles, exhibiting Declaration of Independence and other documents. First stop, Philadelphia.

OUR COVER has CP Rail 5657 heading a freight train into a spiral tunnel in the Rockies, with a majestic snowy peak as a backdrop. In shooting this scene, CP special photographer Nick Morant (one of our "Interesting Railfans") used twin cameras set inside the tunnel, operated by remote control. It would have been dangerous for him to stand in there himself, due to strappings, etc., hanging loose off loads or empties.

Steam in action will feature our next two covers: November with autumn foliage and December a snowscape.

THREE WOMEN artists, plus many other readers, enthused over our August cover picture of two girls perched on Penn Central locomotives. The three are: Mrs. Yvonne Yahnke of Madison, Wisc.: "It's terrific!" and Mrs. Melanie Loewenstein of Folcroft, Pa.: "Dramatic! I like its pictorial quality." and Mrs. Betty Tone Summers of New York City: "It's an eye-catcher and a neat layout. Your young photographer has good composition and nice material to work with (both girls and diesels.). A lot more gals seem to be around rail yards now

Raymond E. Ruffell, 2 Victoria Villas, High St., Little Sandhurst, Camberley, Surrey, England

British Rail stewardess Maureen Bleser behind buffet car counter on a train.

than when I began sketching there. If conditions had been like that then, I might have wound up working for a railroad in an engine cab. I guess I was born 30 years too soon."

Of course, not all comments were favorable. F.J. O'Connor, manager of Erie Lackawanna Operations Bureau and system rules examiner, writes, in effect: "It is difficult for us to determine what good you hoped to accomplish by using such a cover photo. Safety is of major importance in the discharge of duty. That is the first rule in our Operating Rule Book, and as far as I know, is for all other railroads.

"The fact that some PC crewmen permitted this safety violation to occur in no way relieves your editor of responsibility to the industry and to the 15-year-old who took the picture. The crew members had no right to permit the unsafe action. Penn Central has assured me that they are looking into the matter. We on the Erie Lackawanna have been most cooperative over the years with fans, but will do our best to prevent any such nonsense from occurring here. The measures we may have to take will not be to the liking of the fans, but we do have a responsibility to see that safety remains of first importance on the EL."

Mr. O'Connor is right. Photographer Nate Clark admits in our August Mail Car: "I knew that technically I was violating a safety rule by posing the girls where I did." Actually, though, with crewmen supervising the picture-taking, the girls were not at any time exposed to danger. But rules are rules. We have always urged adherence to safety rules. In the very few cases where we published photos showing technical violations we carefully pointed them out in our captions.

THE FIRST *Freedom Train,* displaying originals of 128 priceless historic documents, toured the U.S. from Sept. 17, 1947, to Jan. 22, 1948, traveling over 52 railroads and visiting all of the states (48, in those days) and the District of Columbia. There were seven cars, pulled by an Alco-GE PA. The Pennsylvania Railroad provided three all-steel coaches, which were converted to exhibit cars; Santa Fe loaned an express baggage-car, and Pullman Co. supplied three cars to carry personnel. All the cars were remodeled in Pennsy shops.

At the end of the long trip, it was proposed that the train be continued for another year, but Congress failed to appropriate the $1,395,000 needed for that purpose. (The first year had been financed by the American Heritage Foundation, an organization formed at the suggestion of the U.S. Department of Justice, which had inaugurated the idea of the train.) The seven cars were returned to their owners. What happened to them after that we don't know. Maybe some reader will tell us.

The actual Liberty Bell was not carried on either of the two *Freedom trains.* Extreme precautions were taken to protect both trains from the kind of accident which befell the *Liberty Bell Special* in 1902.

The Bell, belonging to the City of Philadelphia, traveled considerably many years ago. Cast in England in 1752, it was brought over to America by sailing ship. Twenty-five years later, when British troops captured Philadelphia, a horse-drawn wagon took it to Allentown, Pa., which then temporarily became the capital of the nation. Beginning in 1855, the Liberty Bell made trips by special trains to expositions in New Orleans, Chicago, Atlanta, Charleston, S.C., and Boston. Each time it rode a flatcar, with a railing around it, guarded by tall, handsome, city policemen, with a yoke holding it up to public view. But by mid-1903 travel had enlarged its crack so much that the venerable relic was never again permitted to leave Independence Hall in Philadelphia.

On January 7, 1902, the *Liberty bell Special* headed for South Carolina. Shortly after midnight that night it crashed into the rear of a freight train at a lonely spot in a Virginia fog. Its engineer and fireman were killed instantly and its two baggage cars burst into flames. Fearing for the Bell's safety, railroad men uncoupled the flatcar holding the famous relic and rolled it slowly downgrade into a nearby siding.

Then Charles Rosenberg, a Pennsylvania Railroad official in charge of the special train, walked along the track through the

murky darkness for three miles without seeing a house. At length he came to a tiny way station, broke into it, and telegraphed for help. By 7 a.m. the special was again on its way south, with a new engine. After that, with some trepidation, custodians of the Liberty Bell permitted it to take just one more railroad trip—to the Bunker Hill celebration at Boston in 1903. Since then, it has remained continuously in Independence Hall. An authentic replica of it is one of the exhibits on today's Freedom Train.

WE HAVE published many reminiscences of his firing Canadian Pacific steam locos. Now the author, Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W 1N9, sends us one of his poems, "The 3603":

A thunderous roar, as drivers slip
On icy rails they fail to grip,
Then sanders on to ease the strain
For the 3603 and her tonnage train,
With throttle eased, to slowly start
A trip the hogger knows by heart,
The string of cars soon picks up speed;
The fireman works, the fire to speed.

The rails ahead, so white with snow,
Are ghostly in the headlight's glow
As on they thunder through the night
Neath twinkling stars and moon so bright.
With meets ahead, in sidings cold
For passenger and freight they hold;
When they reach the terminal at last,
Another trip for the 3603 is past.

HERE is a poem written by the late George Allan England:

He yawned, and laid his cigarette aside,
And on the baggage check grimly stamped "Body," wrote
Two simple words. Scrawled words
With careless fingers. Just a note
Of the poor shipment's worthlessness.
She, who had died
Two days before, was sunshine, joy, and life
To all of us.

AND here's one by Langston Hughes:

De railroad bridge's
A sadsong in the air
Every time de trains pass
I want to go somewhere.

CONSIDER an individual who has one of our pressure jobs, the locomotive engineer. He may be responsible for a train which is a mile and a half long, with 10,000 tons of lading. He might be assigned eight locomotive units, with four at the front of the train and four more in the middle, all under his control. The equipment and shipments for which he is responsible are worth many millions of dollars.

Believe me, it is not like driving a truck, it is more like driving a hundred trucks all at once, with some going up hill and others going down hill at the same time. The engineer works when the trains are run, and trains are run night and day, on Christmas and Thanksgiving, every day of the year.

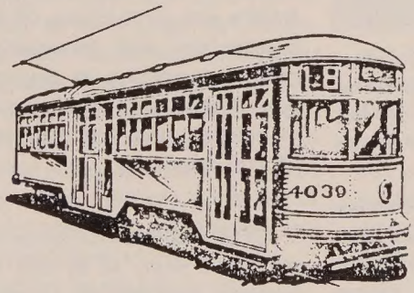
Some of our (Burlington Northern) engineers are as young as 19, and we employ hundreds in their early twenties. I'll bet you thought that engineers always were old men. What happened was that we woke up one day and discovered that we were critically short of engineers at some places. Train after train was being held at its terminal for want of an engineer to operate it. This was due to shifting traffic patterns, which sometimes tripled the business being handled over some of our lines.

So we set up a program to teach people to become locomotive engineers. We asked some of our employees to volunteer for a six-month crash course, and it was tough. Most of the applicants were young brakemen and switchmen. And these kids rolled up their sleeves and went to work. Of the first 252 trainees, only 14 failed.

A short time ago we surveyed our division officers to determine how the new, young engineers were performing. One after another was rated by his supervisor as "exceptionally good," "doing a fine job," and "excellent." The worst that was said about any of them was "a little slow, but improv-

CLEVELAND TROLLEYS

AND INTERURBANS



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These are the big books on Northern Ohio. Harry Christiansen has authored this lifetime work on the trolleys of Greater Cleveland. You have read his "Lake Shore Electric" and "Northern Ohio's Interurbans, sold out; and "Ohio Trolley Trails" almost gone.

Written by former Cleveland newspaperman and transit editor, and currently a Cleveland Transit System executive, the books take you on an arm-chair ride of the transit past and present in Ohio's largest city.

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These books are authored by Harry Christiansen and published by the Western Reserve Historical Society of Cleveland, and has their endorsement as a great historical contribution.

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Hitch-hike through the woods? Not at all. Joy Frye of Tazewell, Tenn., just likes to wave at Louisville & Nashville trains like this southbound freight growling out of tunnel at Cumberland Gap, Tenn., one good reason being that there's an L&N hogger in her family.

Photograph by William T. Morgan

ing."—Thomas C. DeButts, Burlington Northern vice president-labor relations, excerpted from a speech he delivered to public relations men at the University of Iowa.

The Personality Parade

YOUR obituary of Tom Taber identified his son as Thomas T. Taber IV, author. Actually, the son and author is Thomas T. Taber III, who has a son, Tom IV, about seven years old. The living author is negotiating with a publisher to put out the massive two-volume history of the Lackawanna Railroad that his deceased father wrote and to reduce the retail price estimate. So says Bill Webber, financial secretary of the Railway & Locomotive Historical Society.

EDWARD T. MITCHELL, a retired Pennsy railroader and collector of railroadiana, gave a bronze bell from an unknown steam locomotive to Friendship Masonic Lodge No. 400 in Pennsylvania, which is using it to call members to order at meetings.

CONCERNING Ken Goodspeed's puritanical thoughts about girl pictures in your magazine, maybe he prefers women in ankle-length dresses and high button shoes. Poor taste? Oh, come now, Ken, you must be joking. I go along with Larry Lowenthal in saying that a pretty face, shape, and legs help to brighten your pages. We enjoy Railroad Magazine, girls and all.—Karl R. Ruseboe, 277 Cimarron, Lake Elmo, Minn. 55042.

ENJOYING your magazine for 16 years, I have found many friends through your Switch List. I like photos of young ladies, or older ones, if they are connected with railroad operation. But posed shots of non-railroading girls go against the grain. Please cut down on them.—Charles Reed, 5533 Long beach Blvd., Long Beach, Calif. 90805.

DAN BEHRMAN and Madeleine de Sinety, the writer-photographer team that has supplied many photos and articles for our magazine, including "Madeleine and I Ride an Engine Cab" (September issue), were married on July 28th at Stepletown, N.Y., on the old Rutland Railroad.

WILL some reader please tell me where two girls whom I know can train to become locomotive engineers?—Phil Fleming, Foxholm, N.D. 58738.

JOHN W. BARRIGER, special assistant to the chief of the U.S. Railroad Administration and one of our "Interesting Railfans," has been declared champion collector of railroadiana by Labor, a newspaper devoted to rail labor unions. John's collection includes more than 100,000 rail photos, many of which he took himself; over 12,000 books, and 4 to 50 file cabinets of other rail material stored at his home in St. Louis and his office in Washington, D.C.

ABOUT 300 male and female Norfolk & Western employes voluntarily worked at cleaning up the right-of-way in Cleveland in July. They collected 325 tons of debris—enough to fill five hopper cars—from West Clinton Street to 38th Street between Clinton Boulevard and Detroit Avenue. The project, called Operation Clean-Up No. 2 (the first was held in 1972) was N&W's way of "kicking off the Bicentennial celebration and improving the environment," according to Superintendent, William Blades. Similar clean-ups were held in 14 states and involved most of B&W's 27,000 employes.

OTTO KUHLER of Santa Fe, N.M., now in his 82nd year, is in fine health and still painting magnificent steam pictures. Otto achieved world fame as an industrial designer specializing in streamlined steam locomotives and trains. He is also an author and illustrator and one of our "Interesting Railfans." His paintings, etchings, and drawings are in some of the world's finest art collections. Otto wrote a great book, his life-story, entitled "My Iron Journey," with 252 large pages, 250 illustrations, and an introduction by Freeman Hubbard. Less than 300 copies of it are still available as we go to press. As long as the supply lasts, they may be had at $16.50 a copy from The Sunstone Press, P.O. Box 2321, Santa Fe, N.M. 87501.

Roy Lynch, an Amtrak ticket clerk at Clearwater station in Florida, makes entries in an old Atlantic Coast Line ledger. He used to work for the Seaboard Coast Line.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

"Last of the Boomers"

NEARLY all Harvey Houses were located along the Santa Fe, but others were on the Frisco Line at Springfield, Mo., and in Oklahoma at Snyder, Venita, and Sapulpa. The one at Snyder was closed in the mid-twenties, those at Venita and Sapulpa in 1930. All three buildings, built of stone and part of the railroad depot, presumably are still standing.

Back in 1920 I learned telegraphy as a Western Union messenger in Portage, Wisc. Later I worked in four Illinois cities, including Chicago, Then WU sent me to Valparaiso, Ind., to be trained as a manager, and they soon made me manager at Portage. Being ambitious, I started a telegraph school, aside from my WU duties, because offered to pay me a bonus of $50 for every acceptable telegrapher I turned out. However, they never paid me a bonus for the two boys I trained. So I resigned, and WU promptly hired both of them.

One phase of my telegraph school I will always be proud of. I charged students a dollar a week for four nights a week. One morning a crippled boy named Roy who had probably come from one of the poorest families in town wanted to learn telegraphy, but couldn't afford to pay me even a dollar a week, so I taught him free. Eventually he became superintendent of the Green Bay & Western Railroad.

For the next three years I bummed around the West, working the harvest fields, picking potatoes, shucking corn, and in winter working in zinc and lead mines. I also took a six-weeks course in running tractors. In the summer of 1928 I happened to be working just outside of Alliance, Neb., on the CB&Q. Wanting to send a telegram to a girl friend in Kansas, I drove into town and up to the Burlington depot to send it.

Howard King, the second-trick wire chief, was working alone at a desk piled up with messages. He hollered over to me that if I wanted to send a telegram, I'd have to send it myself, because he was stuck with the work of all the other men there, who were out sick.

I was wearing greasy tractor clothes, dirty as hell; but I walked through the gate over to Howard and asked: "OK, where do I sit, what is your call number, and what is the call for Denver WU?" He told me and I sent my message. Howard was surprised and flabbergasted. When I finished, he quit his own sending and asked who I was working for.

The next day, he and a chief clerk came out to see me and talked me into working for the CB&Q. After some study, I became an extra wire chief on lines west and I handled relief at Sterling, Alliance. Sheridan, and Casper—until the great upheaval in stocks and bonds started the Depression; some brokers jumped out of their office windows. Later, I took a job as operator in the St. Louis & San Francisco line in Sapulpa. Among those working with me in the same office was Gene Autry, my present wife's first husband. Eventually Gene made a fortune as a radio singer. I haven't seen him since 1932, when I was cut off the SL&SF.

In 1935 I became a special officer on the SL&SF, later went back to telegraphy in the relay division of the Denver & Rio Grande Western at Alamosa, Colo. After considerably more rambling, including jobs on Yu-

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David Wilkie, 595 Leaside Ave., Victoria, B.C., Canada v8Z 2K9

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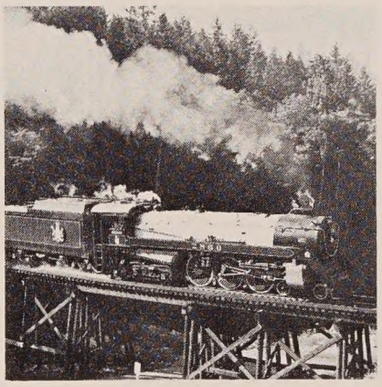

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kon River steamboats and second trick in the yard office at Anchorage, Alaska, I made 87 voyages, 42 of them to India, as senior purser-medic on the American Mail Line. My log with that line shows 1,174,189 miles and 34 foreign countries visited. In 1970 I retired. Am now 71 and still full of energy.—Willard K. Baker, P.O. Box 2, Newburg, Mo. 65550.

Steam Power Notes

A CAPTION in your August issue, page 22, said the Florida East Coast engine 148 was "then owned" by the Black River & Western. She never was. I bought her from the U.S. Sugar Corp. Later, Nelson Tower, one of the Black River directors, purchased a one-quarter interest in her. When I left the BR&W at the end of 1973 I bought back his interest and I still own the 148. This engine recently was overhauled at the New Hope & Ivyland shops in New Hope, Pa. We had her under steam on July 23, 1975, for the first time since last December. Twice I offered to sell her to the Black River, but they refused, so I took her to the Morristown & Erie.—Sam Freeman, P.O. Box 95, Far Hills, N.J. 07931.

YOUR July issue pictured a Beyer-Garratt locomotive that you called a 4-8-2+2-8-4. It is actually a double Northern or 4-8-4+4-8-4. I have a official photo of these units, received from the builder, Beyer-Peacock, of Manchester, England. They are also the last class of steam locomotives built for the New South Wales Government Railways. Because of their large girth, they wouldn't fit the British loading gage and had to be hauled to port on multi-wheeled flatbed trailers. Each engine was broken down into three separate sections, the fore and aft running gear, and then the boiler. They were one of only three classes equipped with stokers, due to their size. While running, they sounded like a Union Pacific Challenger. All they needed to make them look American was a bell. The cast-steel engine beds for them were made in the U.S. by General Steel Castings.—Kenneth G. Klein, 301 Royal Ave., Rockford, Ill. 61103.

YOU asked about the where and when of a photo on a Shay on a ferry in August issue, page 16. I have a reprinted catalog of Lima Works in the early 1900s with the same photo. Its caption reads: "17-ton Shay owned by Tallapossa Lumber Co., Sistrunk, Ala., crossing river near Sistrunk."—Philip J. Hulsman, M.D., 3005 Shallcross Way, Louisville, Ky. 40222.

According to Ken Strabling of Holland, Mich., she was a 2-trucked, 3-foot-gage Shay built in 1889 for the Sistrunk & Jordan Railroad. Other answers came from Chet Gehman, C.W. Jernstrom, Oakman E. Mullen, James J. Bean, F. Scott Irby, and E.L. Carlton. Also Mike Koch, author of a book on Shays and now writing a book on forest railroads.

A HIGH POINT in the 44-year career of Jack Hewitson, who retired recently as supervisor of facility planning and development on CP Rail was operating an old steam loco, No. 136, for CBC's movie adaptation of Pierre Berton's "The National Dream."

"I never thought I'd live to see the day I would again operate a steam locomotive over the main line," he says "It was hard work—12½ hours a day, seven days a week, but I wouldn't have missed it for anything."

In his Weston Shops days, reports CP Rail, Jack started making a live steam model of Royal Hudson 2850 as a hobby. A model of such a locomotive was required for the New York Fair of 1939, and when the CP discovered he was making his own, it gave him two months' leave with pay to complete the job. She was shipped to New York and displayed for the duration of the fair. For years afterward, Jack Hewitson and his father would fire her up for neighborhood children to ride. She has since been sold to a private collector, and is still in active use.

AN ACTION-PACKED steam survey on the Central Vermont, taken in the period of 1940-'50, is a new commercial movie entitled "Texans in Vermont." The film is black and white, Super-8 mm., 215 feet, selling for $21.50 by Sunday River productions, Box 565, Concord, Mass. 01742. It covers them all: 0-8-0's, 2-8-0's, 4-8-2's, and 2-10-4's. Plenty of smoky photo run-bys in regular service, including a spectacular series of the "Ambassador" with clerestory-roofed equipment, pulled by handsome CV 4-8-2's. Although this film has good action views of 2-10-4's, most of its footage is not of the Texas type. A more accurate title would be "Central Vermont Steam Power."—Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.

Our Monthly Newscast

UNION PACIFIC has been forbidden to eliminate its automatic block signal system on 173 miles of single-track mainline between Oakley, Kan., and Limon, Colorado. Its request was rejected by the Railroad Safety Board of the Federal Railroad Administration. In 1972 the carrier first sought permission to discontinue its signal system, but railroad labor opposed it with testimony showing that such removal would be a safety hazard. In May '73 the UP was permitted to black out, but not remove, the signal system for one year, at the end of which time a permanent decision was to be made. The train movements and meets on those 173 miles had increased to such an extent by August '74 that the RSB ordered the signals to be reactivated by July 31, 1975. An appeal by UP was rejected.

PENN CENTRAL on August 5th began recalled furloughed employes at its Altoona Works and will hire new employees there to increase the force to 3,500. These men are needed for a $56 million equipment repair program. The job involves some 8,000 freight cars, 500 cabooses, 450 maintenance-of-way work cars, and 190 locomotives.

Southern Pacific GS-4, running light over Burlington Northern, at Denver last June 29th.

Photograph by B. Thomas Walsh

SECTIONS for a 500-ton-capacity bridge are being fabricated in Hamilton, Ont., at the plant of Bridge & Tank Co. of Canada Ltd. These sections are moved by CP Rail for 2400 miles to Fort Murray, Alta., on special three-unit hookups of 52-foot flatcars. The sections range from 111 to 149 feet long. When built across the Athabasca River, the bridge will be used for shipping vast amounts of heavy equipment and machinery to develop the Athabasca Tar Sands.

EIGHT Bicentennial diesel locomotives met in Chicago on July 31st to help *Trains* magazine celebrate its 35th anniversary. The line-up will be featured as a full-color centerspread in the November issue of *Trains*. Many U.S. railroads had joined in the unique effort to recognize the nation's Bicentennial by decorating selected engines in special red-white-and-blue paint schemes.

Detailed negotiations with each carrier were required to have $3 million worth of machinery pulled out of road service and taken to Chicago from various parts of the country. The result was the first such meeting of a large group of commemorative engines, which comes from the Seaboard Coast Line, Norfolk & Western, Santa Fe, Illinois Central Gulf, Southern Pacific, Belt

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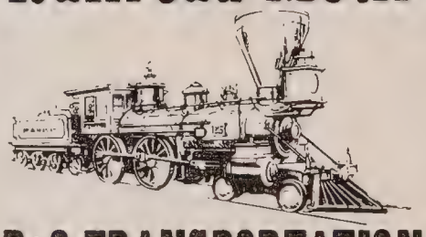

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Railway of Chicago, Burlington Northern, and Milwaukee Road.

IN-SERVICE testing of a recently developed Tank Train has been completed by General American Transportation Corp. of Chicago, which has received its first order for the leasing of these unique cars. Tank Train, unlike all other railroad equipment, permits a continuous flow of liquid contents from one car to another by means of special valves and hoses. It enables the filling or emptying of as many as 40 cars from a single connection. Conventional tank cars must be loaded or unloaded individually.

PENN CENTRAL will haul about 19 million tons of coal this year in 4,400 hopper cars owned by electric utility, steel, and chemical companies and operated in unit trains between mines and the owners' plants. PC pioneered the unit train concept in 1962. Trains of about 100 cars each are loaded on the move at the mines, roll directly to the owners' plants without intermediate switching, are emptied in a matter of hours, and return to the mines.

TWENTY-TWO cars of an 82-car eastbound CP Rail freight train were derailed when it collided with a stalled semi-trailer truck at an unprotected crossing at Carseland, Alberta, 20 miles west of Calgary.

Western Maryland flagman grabs train orders at Emory Grove, Md., May 10, '72.

Photograph by Wayne Monroe

Two crewmen received minor injuries. The truck driver, believed to be from Spokane, Wash., failed in his attempts to flag down the train and then ran off and hid in abandoned farm buildings. He was arrested when he came out in search of food four days later and was charged with driving without a licence and failing to remain at the scene of an accident.

ROCK ISLAND'S rebuilt 12-mile branch from Carlisle to Indianola, Iowa, was opened officially on August 6th when Tom Harkin, an Iowa Congressman, drove the final spike. Harkin was given that honor because he had worked two days on the Rock Island in July, including one day as a gandy dancer. He wanted to learn first-hand about the condition of the Rock Island and to get a better understanding of what must be done to revitalize the nation's rail system. Financial aid totaling $600,000 to rehabilitate the line was provided by the state of Iowa and the Greater Indianola Corp., a shipper group.

EACH month Wolfboro Rail Road, R.D. 1, Wolfeboro, N.H. 03894, is holding a contest, with prizes, for the best photos, in black-and-white or color, of the Wolfeboro line or its personnel. Send SSE to the railroad for a free entry blank.

THE MILWAUKEE ROAD has ordered its fourth Standard Wheel-Truing Machine from the Stanray Corp. This machine restores the treads and flanges of wheels on locomotives, passenger cars, and other rolling stock, besides truing wheels on traction motors. Its use eliminates the manhours normally required to remove wheels from equipment.

SACRAMENTO'S newest rail facility, placed in operation by the Central California Traction in mid-1974, is doing just fine. A new freight office, located in the Fruitridge Industrial Park, was necessary to take care of the increased business now handled exclusively by the 50-mile short line which operates between Sacramento, Stockton, and Lodi, California.

The railroad currently serves 52 indus-

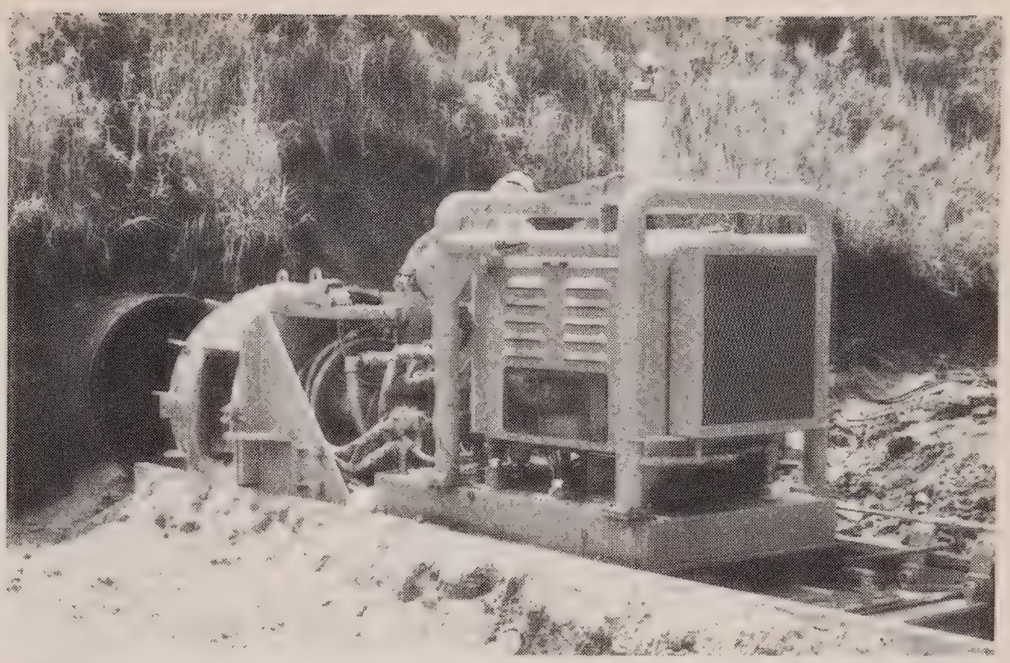
Bicentennial paint job on SP commuter run between San Jose and San Francisco, July 28, 1975.

tries along its route. It was acquired collectively in 1928 by the Santa Fe, Southern Pacific and Western Pacific and now owns four diesel locomotives.

A FEDERAL agency says its final plan for reorganizing the bankrupt Northeastern railroads would require $2.5 billion in Federal funds and be conditioned on Congressional approval of regulatory reform.

The agency, the U.S. Railway Assn., disclosed the details of its revised plan for having Contrail, a new Federally sponsored railroad company, take over 15,000 miles of the 22,000 miles of line now operated by the Penn Central and six other bankrupt carriers.

A STATEMENT in our July issue that circus flatcars are no longer used is denied by Barry Christensen of Fullerton, Calif., who reports that the Ringling Bros. and Barnum & Bailey Circus trains still have a few in active service.



Operating on its own fixed rail system, Canadian National's new horizontal boring machine can dig the correct size of channel and install a galvanized steel yulvert in a matter of hours—a job that used to take up to 3 weeks. Canadian National photograph

Overseas Railroading

DOES a train whistle make you feel romantic? According to the Family Planning Assn. of Eskishehir in western Turkey, train whistles are one of the main reasons why the city has the second highest birth rate in the world. The other reason is the whining roar of jet engines from aircraft at Eskisehir's military base, also in Turkey, the Association said, ruefully admitting its failure to stem population growth.

"Awakened by the aircraft of the military base and the trains at the railway station, our townspeople continue to respond too readily to the stirrings of nature," the Association declared.

SIXTEEN persons were killed and 37 were injured on June 19th when an express train crashed head-on into a local passenger train unloading at a suburban station. A railway guard at the station told authorities that he had heard the stationmaster give several orders for the standing train to leave the station, but it delayed because there were over 100 pieces of baggage to be unloaded.

A GANG of men piled ties on a railroad track northwest of Sydney, Australia, put a red lantern on top of them, and halted the Sydney-Lithgow passenger and mail train at 4 a.m. last July 17th. When the train's three crewmen went to investigate the obstruction, the gang invaded the mail car and escaped with three bags containing an estimated $160,000 that was on its way to a bank. No one was hurt.

REPORTS from India tell of a speeding passenger train hitting a truck that carried a newlywed couple and their wedding party. Sixty persons were killed and 17 injured. The Press Trust of India quoted police as saying the victims in the truck were returning to their homes from the wedding when the train smashed into it at a railroad crossing 160 miles southeast of Bombay.

MORE THAN 50 persons were injured, three of them seriously, in a 13-hour battle at Heidelberg, West Germany, between 1200 police and thousands of demonstrators protesting against public fare increases. This reminds of Steve Maguire's article in our August issue about a riot caused by a one-cent raise in streetcar fares in Muskegon, Mich., in 1919.

BRITISH railwaymen planning to strike were threatened with a "sex strike" by their wives. Mrs. Leslie Meredith, wife of a London railwayman, said in a radio broadcast she had received enough support from the railwaymen's wives to form a delegation to urge National Union of Railwaymen leader Sidney Weighell to call off the proposed strike, which is to support a wage claim. If the union went ahead with the strike, Mrs. Meredith said, she and her delegation would campaign for railwaymen's wives not to allow their husbands to make love to them during the duration of the strike. •

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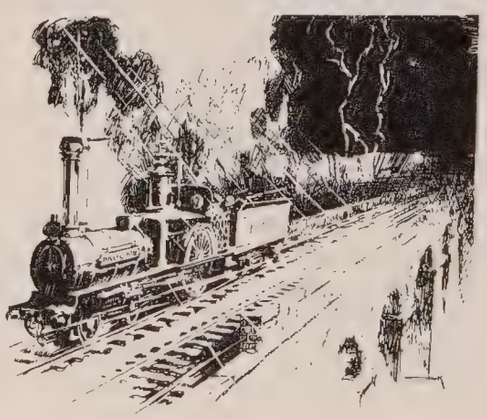

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RIDING a Sunday picnic train over a weed-lined branch in the long ago was a big event. In those days we had no modern sanitation nor air-conditioning. Nobody dreamed of individual paper cups. One smeary glass per car served everybody. Of course, you rinsed it out, more or less, before gulping your tepid "ice-water" from the faucet.

When I was a kid, some picnic specials didn't even have faucets. I remember seeing a man with a walrus mustache walk through the warm dusty cars toting a pail and a dipper, peddling water at five cents a drink. It was frightfully expensive. No matter how dry I might be, I never bought any.

That was in the Steam Age. A rusty Mogul or Ten-wheeler puffing gray smoke would powder my Sunday best duds with soot and tiny cinders. How many a time I brushed them off, soiling my hands! But I have always loved steam engines. After I grew up, I went firing on a woodburner and then I became a hogger, handling more than one excursion train in the Deep South. Right now, I will tell you about some picnic specials at the turn of the century or thereabouts.

The old wooden coaches rattled and squeaked. You had the feeling that they'd been pulled off the rip track for Sunday customers. Small children and spinsters were afraid to walk through the open vestibules from one car to another while the train rocked its way over the rails.

The hard wooden seats made your buttocks sore if you sat still long enough, unless your behind was padded with fat, as mine wasn't, and one little toilet room in each car was shared in turn by both sexes.

MY NIND goes back to 1910, when the Birmingham, Columbus & St. Andrews, a short pike with a long name, reached the backwoods section of Southport, Florida, on St. Andrews Bay. They opened the new line with an excursion from Chipley to Southport, a village where delicious oysters, fried or on the half-shell, could be bought for only twenty cents a dozen.

Twenty-two miles out of Chipley, at the Greenhead flagstop, a large throng of passengers was waiting in the Florida sunshine when engineer Arch Pippin whistled for the station. He had just pinched down the 22, a former Louisville & Nashville Eight-wheeler, to get the slack out of his train, when the seatbox fell from under his fanny, pitching him headlong into a corner of the cab. Luckily, he escaped injury.

Before his groping hands could find the throttle and shut off steam, No. 22 turned over on her side in a sandy road crossing. Because of the dust, Arch never did get a hand on the brake valve. The Eight-wheeler's side-rods and spinning drivers kicked up dry sand like an amorous bull showing off before a young heifer.

Shouts of dismay rose from the gathering when the cloud of dust swallowed their hopes of a trip to St. Andrews, a dip in the surf, and an oyster feed. It was the first wreck that many of those backwoods people had ever seen. Back in the cars there was excitement a-plenty. Some passengers were upended over the seats by the coaches slewing to a stop at a 45-degree angle, but nobody was really hurt.

That ended the picnic. The conductor went around through the crowd, telling everybody to "Take it easy" because they couldn't get another engine to pull the train back to Chipley for at least four hours. Most folks sat down on the soft green grass and delved into their lunch pails and baskets. Two old cronies began playing checkers. Some passengers took off their shoes and stockings and went to sleep in the shade. A few enterprising young couples wandered off into the nearby woods, hand in hand.

I tried to pick up a redheaded girl who seemed to be alone, but she wasn't interested. Then I decided to have a swim. I knew where to find a beautiful creek that flowed under a railroad trestle about a mile and a half from the scene of derailment. So I hiked along the hot dusty track, with the ties reeking of creosote and my shirt reeking of sweat, until I arrived at the spot.

It was a real lonely place in a piney wooded area. No sign of life anywhere but a flock of crows flying around, some long-legged waterbugs skittering over the stream, and a black-and-or-

PICNIC TRAINS

by E. A. ("Frog") Smith

ange Emperor moth perched on a milkweed stalk beside me. The clear cool water sparkled in the sun. In those days, you never wore trunks to go in swimming—except on a public beach. Fellows who did so were sissies. In nothing flat, I stripped off my clothes, laid them under a blueberry bush, and dove into the sparkling creek.

Well, sir, it was like Heaven. Never before or since have I enjoyed swimming so much as I did then. I was actually glad that the train had been wrecked. Let those stupid passengers back there worry if they wanted to. Me, I was perfectly happy. Overhead, a thin white cloud that reminded me of the smoke plume from a coalburner drifted slowly across the blue sky. I couldn't hear a sound. Only the chattering crows, which had finally settled down on the right-of-way fence, and a light breeze rustling a million leaves, and water lapping against the stones.

"This is the life," I said to myself.

I felt like singing. My voice had the fine resonant quality of a bullfrog's, but I did sing quietly to myself, after a fashion. By and by I sprawled out on a live-oak log, still as naked as a jaybird, soaking up the warm sun. I closed my eyes and nearly fell asleep. And then a wonderful thing happened.

PEERING lazily through the bushes that partly surrounded me, I was amazed to see a figure climbing down the grassy embankment from the trestle about fifty yards away. A tall and graceful young woman! Her red hair shone like pure gold in the bright Florida sunshine. Why, that was the very same girl I had tried to pick up more than an hour ago! Life had suddenly become very exciting.

Naturally, I kept out of sight. If I had grabbed my clothes it probably would have caught her eye, even though she was quite some distance upstream. So I didn't move a muscle. I hardly breathed.

For a long moment the girl stood still, gazing into the deep water. Then she glanced around in all directions and began to undress. Fascinated, I watched her. Pretty soon she appeared in her birthday suit, poised on a large rock. Never before had I seen a naked woman. But she was so far away that all I could make out was a brief flash of white as she plunged into the creek.

Then came a second surprise. Two other girls, whom I hadn't noticed before, walked over to the bank, got ready to dive, and followed her into the shining water. But unlike the redhead, both were clad in abbreviated bathing suits. By *abbreviated* I mean that they had left aside the knee-length skirts which all respectable women wore on public beaches in those days.

That was strange. I analyzed the situation. Maybe Carrot-Top didn't own a bathing suit or had forgotten to bring it along on the picnic train. There was also a third possibility. She could have been a nature lover, a health nut, who didn't like to wear bathing suits. At any rate, three nymphs were innocently taking a swim that hot summer afternoon in 1910, as I had just done, while we were waiting for the relief engine.

At first I didn't know what to do. I was as much embarrassed as I was curious, and I didn't aim to make things worse by shaming that trio. I watched them swim easily and gracefully toward a bend of the stream in the opposite direction from where I lay sunning myself. At length they were lost to sight behind a low bluff.

Then I dressed real fast. While I was tieing my shoe laces, the crows flapped their big black wings and flew away, cawing dismally. The Emperor moth had long since gone but the waterbugs were still there.

Dodging my way through the woods without the girls seeing me, I rejoined the rest of the passengers. When I got back to the train, the two old men were still playing checkers. Most of the other folks were taking naps and I heard some of them snoring. Debris from lunch baskets littered the landscape.

About an hour later, the three girls returned, looking refreshed and slightly pink from sunburn. I looked at them long and hard, thinking—I won't say what—but kept my mouth shut.

After a while, the relief engine, a high-wheeled Mogul, steamed up to the scene. She coupled into the string of coaches and we all climbed aboard. Her whistle blast echoed through the woods, and she hauled us all back to Chipley. It was the last I ever saw of the three female swimmers, a long, long time ago; but I have often thought of them over the years.

THAT fall, when the goldenrod came out and the aspen leaves turned red, I rode another excursion train on the Birmingham, Columbus & St. Andrews, this time without an accident. I was secretly hoping to see Carrot-Top again but I never did.

The Sparks Circus had pitched its big top at Chipley and the railroad put on a picnic special that was almost as good a show as the one featured by John

Sparks. Picking up every coach the company owned, the seven-car train was coupled onto No. 55, a nearly new Ten-wheeler, and the fun started.

There were so many cash fares that the train had to stop two miles out of town for the brass-buttoned conductor to catch up with them. At that point, some impatient young bloods, whom the skipper had not yet reached, left the train without paying their fares. They said they were leaving because they did not want to miss the circus parade.

I stayed on board and reached Chipley in time to see and hear it all: the brass band, the shapely girls that looked like giant butterflies riding elephants, the prancing white Arabian horses, the whiteface clowns, the big cats in rolling cages, and the noisy calliope at the rear. Man, what a parade!

To make up for having paid my fare on the train, I sneaked under a flap of the main tent and took in the show free of charge.

THREE years passed. The Hawkinsville & Florida Southern, known as the Gulf Lines, shoved its 46-pound steel over the last red hill into Camille, Georgia, and celebrated the feat by running a Sunday picnic train from one end of the road to the other. Tieing a string of open-platform coaches onto a woodburner, old No. 18, they hung white flags up front, red flags at the rear, and just about every shade of calico in between, and let her go.

I shall never forget that day. But first let me give you the background. The year before, I had visited the Gulf Line's construction camp and had met T. C. Aiken, the hogger on the work train. I rode the cab of No. 18 with him from Bridgeboro, where the new line crossed the Georgia Northern, to the end of steel near Bowlesville. Being a deckless type, old 18 was hard to fire from astraddle the apron sheet, but I liked the way she took the hills, and the crew was a friendly bunch. The new pike appealed to me so much that I put in for a firing job and stuck around till I got it.

So I happened to be at Bridgeboro for the picnic train. There was another reason, too. A well-stacked brunette named Mollie lived there. Maybe she was a bit too well known about town, but who in tarnation cared? I was no saint myself. With a pair of breasts that stood out like marker lights and a backside that wriggled like a Baker valve gear when she walked, Mollie was more fun than all the clowns in the three-ring Sparks Circus.

One Sunday evening before the big excursion, I rented a horse and buggy from the livery stable and drove Mollie out to a nearby community so she could attend a tent revival meeting of the Holy Rollers.

It was balmy July night and the sky was gemmed with stars. The fervor of the Rollers thrilled Mollie. She claimed she got religion that night, but if she did, it wore off mighty fast on the way home. I drove slowly through the sweet-smelling pine woods, stopping now and then at lonely spots in the road to rest the horse; and along the way that gal sure knew how to make life interesting.

WE OFTEN went out together. One thing annoyed me, though. A handsome brakeman named Jess kept crowding me. That guy was crazy over Mollie and wanted to marry her, which I didn't. It seemed that every time we took the air, afoot or in a buggy, we had an unscheduled meet somewhere with Jess. One day, when he and I were working the same train, I got him alone.

"Jess," I said, friendly like, "I know how you feel about Mollie and all that, but she's my girl. I met her first. How about pulling your freight?"

Jess told me where to go. I saw no point in arguing the matter, so I let it drop. When the Gulf Line's last rail was laid and spiked, I dated Mollie for the picnic special. Come Sunday morning, we boarded the train, made ourselves as cozy as we could on a hard rear seat, and probed our well-stocked lunch basket.

The head brakeman that day was the ever-annoying Jess. I had just sunk my teeth into a pork sandwich when he came through the train in a brand new uniform, brass buttons and all, to collect tickets. I was deadheading, of course, but had a dollar ready to pay for Mollie in case he asked for it. He didn't ask. What he said was, "You two look like you're out for a good time."

"That's right," I wisecracked. "We two might even get married before the day is done."

Naturally, Jess didn't take me seriously. "Good idea," he grinned fatuously, and went on.

But Mollie turned to me with wide-open brown eyes. "How in creation did he ever find out?"

"Find out what?" I asked.

"Why, that we have to get married."

"Have to get married?" I repeated in sudden alarm. "Why in hell do we have to get married?"

Mollie gazed at me soulfully, Her voice was soft and seductive. "I thought you knew about it."

"Knew about what?" I snapped.

"Now don't kid me, Frog darling. There is only one reason why a fella and girl want to get married."

Well, sir, I damn near choked on my bacon and tomato sandwich. I knew that Mollie was having other men in her life, even while she was keeping company with me. But no two-timing hussy was going to frame me, and I said so.

We had a nice little argument on board the train. As a result, Mollie left me in a huff. She groped her way up the aisle through blinding crocodile tears, spied Jess making out a report, and sat down beside him. What she told him must have been good. It must have impressed the brakeman deeply, for the damned fool took a week off from his job and married her the next day.

SOME picnic trains were loaded beyond the danger point and powered by leaky engine. They'd run down one steep hill to get over the next, but didn't always make it. Which reminds me of a motley excursion on the old Plant System in May, 1894, the year of the big Pullman Strike, just before the Atlantic Coast Line took over that road.

Originating in Gainesville, Georgia, the varnished special had fourteen shabby day coaches doubleheaded by woodburning Eight-wheelers of uncertain vintage and was bound for picnic grounds beside the shallow Ichtucknee River, some 25 miles south of Live Oak, Florida. My father rode that train, along with my Uncle Bill, and they both told me about it years afterward.

The sagging coaches were well loaded when the train pulled out of High Springs and soon became filled to overflowing from the depots at Fort White, Burlington, and Hildred, with several flagstops in between. After leaving Hildred, the two hoggers took the bridle off. Laying their reverse levers far down in the quadrants, they yanked the throttles wide open.

Dipping and swaying through the sandy valleys and scrubby hills, the overcrowded train raced westward across the green countryside until it reached the steep hill between Santa Fe River and Ichtucknee. There the chucking exhausts grew labored. The siderods rose and fell more and more

slowly, until at length both engines lost their feet, slipped, and stalled.

With the last wheezing exhaust, heads popped from windows all along the train. A concerted hum of conversation and comments roared like a swarm of bees in the tightly-packed cars. Passengers standing in the aisles headed for the open.

Pouring down the steps, they covered the right-of-way and overflowed into a daisy-filled meadow. They nearly hid the anxious conductor from the sweating hoggers on the smoky end. Ear-splitting whistles rose above the drone of conversation. Derisive catcalls and loud yells of "Gitta hoss!" echoed across the hills. All in all, it was quite a racket. The train had stalled on the grade, with only one course left open: back up and run at it again.

Three short toots from the leading engine's chime whistle lured a few people back into the cars; but most of the standing passengers remained on the ground because the coaches were hot and because the curious young men were having fun watching the ladies lift their long skirts to board the train without a conductor's stool.

Yelling did no good. You couldn't have heard it in the general uproar. Besides, the harrassed ticket-puncher didn't care whether the passengers boarded the train or picked daisies. He swung a back-up signal with his gold-braided cap at arm's length, hoping the hoggers could see it over the sea of heads.

Both locomotives coughed like choked cows when their levers were horsed over to the back corners. Tired sighs came from the cylinder cocks as, with a slow roll, the engines fell away backward down the hill. With a clatter of Janney couplers, many of which were coupled with link-and-pin in their split knuckles, the train backed to the top of the hill it had just crawled over.

There, both fireboxes were filled to the crownsheets with rich pine lightwood knots and the blowers were turned on. This soon raised steam, but a second run at the hill ended as the first one had. Both engines were stuck where the hoggers could look over the hill and downgrade on the far side.

AGAIN the warm summer air was rent by taunts and catcalls. Uncle Bill, himself an engineer and somewhat of a dandy, with a cute little brunette beside him, collared a brakeman and shouted above the din, "Ain't you got no better engines in Gainesville?"

"Aw, we'd have made it," the brakie yelled back good-naturedly, "if'n you kept your damn big ears inside, out of the wind."

Meanwhile, a rising mutter of impatience from the restless crowd was cut short by a shout of, "Let's go!" Another man hollered, "Come on!" and soon the clamor spread to the other cars.

Even the sweating conductor agreed it would help if the menfolk would get off and walk up the hill. In no time at all most of the consist was on the ground, trampling down daisies; and while the cash customers lined both sides of the track, the train slid backward again.

Modern commuters might have grumbled and threatened at the delay but those fourteen carloads of "Gay Nineties" passengers took it all in stride, my Dad informed me, making a joke of the whole thing. And why not? It was the Sabbath day, no work to do and they were out for a lark. Everyone seemed to be having fun.

Many passengers did as the skipper had said, walking leisurely up the steep hill, mindless of a blazing sun. Others sat in the shade of moss-draped live oaks, cooling off as they watched the train roll past. Some of the more agile fellows put their time to better use. Climbing high into trees, they picked and tossed down clusters of juicy wild grapes. I ate some. Man, were they good!

The grape-picking episode was short-lived. As a roar of diamond stacks blasted fiery cinders high and wide, the determined hoggers made a third try at the hill. This time, with the cars half empty, they went over. But near the top the speed slackened to a crawl. Observers feared the double-header would stall again and so, with the whoop of a hungry army, they laid hold and actually pushed the train over the hill! Among those who helped were my father and Uncle Bill.

Today, anyone suggesting such a task would be deemed fit for the bug-house, but at that time, Dad told me, the muscular effort won great favor. It would be something to boast about in future years. Also, it whetted appetities for the generous picnic meal that was about to be served beside the quiet Ichtucknee River.

MANY old folks now living in Florida have pleasant memories of that day. The river was clear and cool. A broad dance platform had been built, and dancers whirled to the music of a brass band, while the tantalyzing smell of food put everyone in a festive mood.

At length the meal was ready. In addition to barbecued meats, swamp cabbage and *pilau* were popular. The latter consisted of game meats and vegetables. Several cooks prepared it. One of them happened to leave the eyes in a squirrel's head. When Uncle Bill reached into the pot for a helping and saw those dead eyes staring at him, he blew up.

"I ain't eatin' no damned stew," he said, "with that varmint watchin' me."

It is not recorded whether or not his girl friend ate some, but she probably did. *Pilau* was a common dish in Florida in those days. All I know for sure is what Dad told me. He did say that shortly after the feast, Uncle Bill and the brunette took a stroll through the deep, shadowy, cool woods and did not show up again until train time.

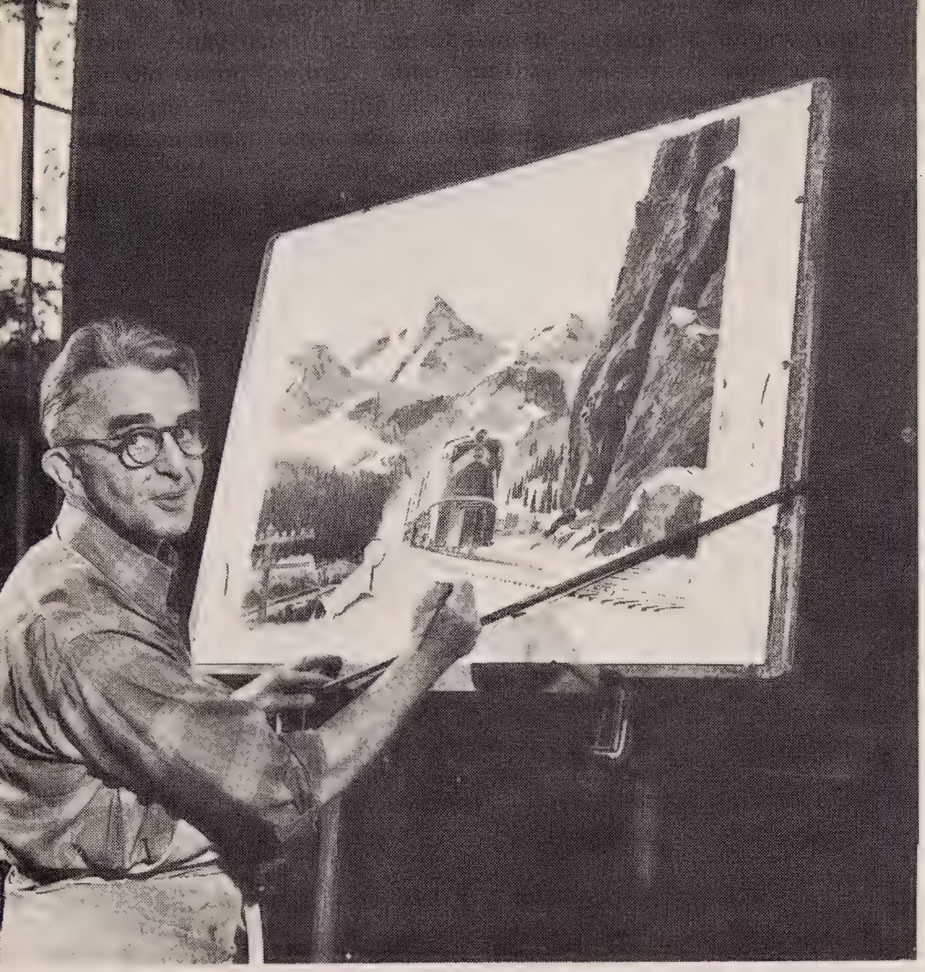
ONE of Florida's first rail excursions had General Grant's private car coupled behind on he Atlantic, Gulf & West Indies road for the run to Cedar Key, where Grant was to board a steamer for a Gulf cruise. When the train reached Cedar Key, the General went up to the Eight-wheeler, praised engineer Feriara for his smooth, fast run, and gave him a box of the long cigars which Grant himself enjoyed.

The hogger placed them in his seat-box and sauntered over to the steamboat landing to see the distinguished man off. But other eyes had watched him hide the smokes. A Seminole Indian brave climbed into the engine cab, lit a cigar for himself, and passed out the prized box of "weeds" to all men who weren't afraid to puff them.

As a bluish haze of smoke curled above the crowd and while men with greenish faces were coughing, for the General's tobacco was very strong, Grant himself quietly watched, listened, and chuckled. He might not have found it so amusing had he known that one day he would die from throat cancer caused by many years of smoking his favorite black cigars.

This winds up my remarks on the subject of oldtime Sunday picnic trains. As I have said, almost anything could happen on those trains. I have often thought how much I would like to ride one of them again today—over the Indian Valley Line into the Big Rock Candy Mountains!

On such a ride I wouldn't ask for very much. Just a pretty girl at my side, a well-stocked lunch basket, and my long-lost youth. •



Peter Helck at work on a 1958 calendar painting for General Electric.

Sketching in Chatham, N.Y., yard 30 years ago.

PETER HELCK

Interesting Railfan No. 154, by Freeman Hubbard

LIKE Otto Kuhler, Howard Fogg, and Betty Tone Summers—three of our previous "Interesting Railfans"—and like Kent Day Coes, our subject this month is a noted artist and illustrator who specializes largely in railroad pictures. Peter Helck was born in New York City on June 17, 1893, and lived there on West 96th Street until about 1920.

"Close enough," he recalls, "for me to thrill at the northbound Dolly Varden, a short, colorful steam-powered local, one of the world's very few trains ever named for women, as she skimmed over New York Central rails past the crossing gate at the foot of 96th Street. Also close enough for me to hike across beautiful Central Park to enjoy the blasting emergence of Central and New Haven 'varnish' from the long tunnel under Park Avenue in Manhattan. What seemed like a thousand trains a day used that route between the old Grand Central Station and Upstate New York and ultimately to Chicago. In those days, too, a five-cent trolley ride took me to the vast, exciting, open pit just north of Grand Central where those trains were made up. What a volcano of activity—stacks belching smoke and fiery cinders, and steam, and thunderous sound! Ah, those were the days!"

The first railroad photos Pete ever owned were shots of the Erie and the New York, Ontario & Western steam power—good ones, too—that his aunt Freda Meeker, a designer and letterer, made for him in about 1905.

"But," he laments, "David Goodyear pried them away from me some 25 years ago."

Oldtimers living in the East remember Goodyear, now deceased, as a soft-spoken, pop-eyed character, a man of culture and winning ways, who probably could have charmed a juicy beefsteak out of the jaws of a hungry lion. Dave garnered a vast private collection of engine and train pictures, one of the world's largest, by methods too devious to mention here.

"On one occasion, needing some railroad pictures," Pete tells us, "I called at Goodyear's house in New York—an old-fashioned apartment that had seen better days. I stated my need and we began looking through piles of old photos. Some of these I set aside and expressed a desire to buy them. David seemed bewildered and unable to reach a decision. Turning to the hallway, he called for help. 'Oh, mamma, this man wants to buy some of my photos.'

" 'Well, why not, David?' she replied. 'You have so many.'

"I made the purchase, whereupon David proceeded to show me stacks of old letters piled nearby, one being from a royal railfan, the King of Bulgaria. Some time later, I made the mistake of mentioning Aunt Freda's photos. Goodyear visited my studio at Boston Corners, and I learned of his astuteness in the arts of acquisition."

Prior to that, when Pete was about 11 years old, he made rail photos for the first time—Erie locomotives in action at Callicoon, N.Y.—with a Brownie

Pete painted this winterscape on the Erie Railroad in about 1940 and he titled it "Idle Tonnage."

box camera, of which he was proud.

"Those shots were either lost," he says ruefully, "or else, more likely, given to Goodyear."

If the latter is true, they are almost certainly being preserved today by the DeGolyer Foundation in Dallas, Texas, which bought the Goodyear collection from Dave's widow. But how did Pete happen to be in Callicoon? Well, he and his brother used to visit relatives there during summer vacations and spent much time along the tracks.

One day the hogger of a Camelback switcher, batting cars around Callicoon yard, saw the yearning look in Pete's blue eyes, took pity on the kid, and gave him his first engine-cab ride, a quarter-mile through the yard and back. It was a high moment in the boy's life. That experience and seeing his first automobile race in the same year were Pete's biggest thrills of 1906. For him they eclipse in importance the San Francisco earthquake and fire and even the birth of Railroad Magazine, both also in 1906.

"Incidentally," he tells us, "I know of no location where steam railroading, pictorially and soundwise, had a finer setting than on the Erie at Callicoon beside the Delaware River. For me at least, the iron trail lost its excitement and sense of adventure when diesels replaced steamers."

While he was sketching engines and trains on railroad property and elsewhere, Pete met problems like those that beset cameramen. Twice in 1939 he was chased away from the railroad exhibit at the New York World's Fair, possibly for security reasons, but returned again and again at night when floodlighting enhanced its beauty. On another occasion he began sketching interior details in the cab of a parked Boston & Albany loco, but was forcibly yanked out of the cab, much to his chagrin and loss of dignity. Oddly enough, though, he was never questioned as to credentials during World War II, when he did considerable sketching in the B&A's Albany and Selkirk yards.

In a publication of the Famous Artists School, Alden Hatch offered this description of Peter Helck: "He was wearing a faded paint-stained apron over gray slacks, and a dull green corduroy shirt, with a flower-patterned stock around the neck. His fine brow was almost concealed by a green eyeshade such as old-time telegraphers wore, above which his gray hair sprouted in splendid disorder. Spectacles magnified his large blue eyes so they had a hazy, other-worldly look. His manner was gentle and courteous."

That was some years ago. Today Pete is a little guy, 5 feet, 7 inches, with grayish-white hair, weighing 135 pounds. No health magazine would ever hold him up as a shining example of ways to keep fit. Railfan 154 believes in using his muscles as little as possible, but follows the late Chauncey M. Depew's precept: "Whenever I think of exercise I lie down until the idea goes away." At age 93 Depew, who had been president of the New York Central, whimsically told reporters that he got his exercise by serving as pallbearer to friends who had exercised.

One of a series of paintings that Pete made of the New York World's Fair in 1939.

General Electric's 1950 calendar boasted this Rocky Mountain scene by Peter Helck.

"Keeper of the Gates" is what Pete called this artwork that he created circa 1940.

Which recalls this quote from an O. Henry story: "There was too much scenery and fresh air. What I need is a steam-heated flat, with no ventilation or exercise."

Pete used to think he had invented a sure scheme for putting himself to sleep: very full and very slow deep breathing—but learned later that it was as old as recorded history. Aside from the fact that he is an excessive cigarette smoker, Pete says the biggest mistake he ever made was his failure to sell his stock holdings before the 1929 crash and again those of the fading Famous Artists School in 1970. He was one of the twelve founding faculty members of that once-widely-advertised school.

As a teenager he disliked high school. Dropped out in 1911, after his third year, to take a $7-a-week job in the art department of a big New York store. He was never on a railroad payroll, but came close to it by doing advertising artwork for the New York Central, New Haven, Pennsy, Milwaukee Road, Canadian National, Canadian Pacific, etc., from about 1918 until the diesel era, when his interest in railroads fell sharply.

No one deplores the passing of steam more than Peter Helck. He was riding the cab of one of the last steam runs on the Central's Harlem Division from White Plains to Millerton. Just before he hopped off near his home, he asked the elderly man at the throttle: "Next week you'll be handling diesels. How do you feel about them?"

"Well, for one thing," he replied, "They'll be cleaner."

Pete put the same question to the 21-year-old lad who was stoker-firing their engine. The fireman snapped: "Diesels? Hell, that ain't railroading!" Considering the age gap of the two crew men, their conflicting views surprised the artist.

Romance entered Pete's life in 1919 when he met Priscilla Edna Smith, a vivacious, pert, blue-eyed blonde, at the Scotch Presbyterian Church in New York City. They were married not long afterward. Priscilla had served in the U.S. Navy in World War I, then became a farmerette, and later a dental nurse. During her courtship days she learned to paint quite well.

After settling down with her husband—at their present address, Boston Corners, R.D. 2, Millerton, N.Y. 12546—she became a sort of Florence Nightingale, giving unpaid service of various kinds to the Sharon Hospital for 25 years. All during World War II she

supervised an air watch on the premises, an operation of 24 hours a day involving volunteers from far and wide. Like Edwin A. Robinson, she believes in

Two kinds of gratitude: the sudden kind
We feel for what we take, the
larger kind
We feel for what we give.

Sewing and stamp collecting are Priscilla's favorite hobbies. Since their wedding day she has made most of her husband's shirts from imported fabrics. She has no railroad background, but prefers trains to planes and has taken many trips with Pete on American, English, French, and Italian rail lines. A distant relative of hers had a maintenance job on the Trans-Siberian Railway.

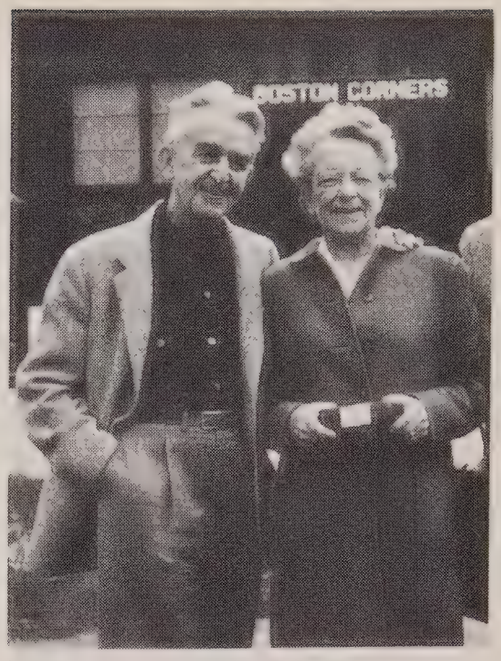
"I owe much to Priscilla," Pete says, "as a wife, housekeeper, artist's model, and shock-absorber. Being more socially-minded than I am, she has warded off hundreds of interruptions during my working hours. Sometimes my preoccupation with work has crowded her out of my life. Twice I went away from home on long sketching trips without her. One such occasion was in 1934. The celebrated artist Dean Cornwell was going to Italy to study the frescos in Florence and Rome, and asked if I could join him. Priscilla said quickly, 'Of course he can'."

Railfan 154 has won many awards as an artist and illustrator, starting with the Harvard University Award in 1929, and art directors' medals in New York, Philadelphia, Detroit, Cleveland, and Chicago. In 1950 he was elected to the National Academy (Fine Arts) and in 1968 to the Society of Illustrators' Hall of Fame.

His pet avocation, like that of the late Lucius Beebe, is collecting antique automobiles. Pete owns fine examples from 1906, 1914, 1921, and 1925, plus less fine 1929 and 1931. He is a member of the editorial staffs of four automobile magazines and has done some worthy auto-racing pictures. He wrote and illustrated two books on that sport: "The Checkered Flag" (Scribner's, 1961) and "Great Races & Grand Prizes," due off the Harry N. Abrams press late this year.

A former curator of the Smithsonian Institution, Smith Hempstone Oliver, owns one of Pete's most colorful paintings. It shows Mr. Oliver at the wheel of his Stutz Bearcat Raceabout competing in a driving rain against a typical Pennsylvania Railroad 4-6-2 engine, rounding the turn. The subject says of Peter Helck: "I have never known a man as busy as he is with a tremendous workload who is so generous with his time for others. The time devoted to the lengthy letters that he writes in answer to those of others, the time devoted to the stream of visitors to his home, the time devoted to the articles (beautifully written ones, too!) that he writes gratis for publication in his clubs' magazines all point to his unselfish attitude toward his friends and fellow enthusiasts."

Another longtime friend, Alec Ulmann of New York City, considers Pete "one of the most talented artists of our



Pete and his wife, Priscilla, at home.

era. His knowledge of automobiles is superlative, and I treasure some original paintings of them that he has given me." Since 1914 our Interesting Railfan has had a lot of artwork published in the United States and abroad: fine arts, magazine illustration, and advertising art. Politically, he is a middle-of-the roader. He has an antipathy to hunting and fishing and is, in fact, very fond of animals, especially cats, wild and domestic.

According to Betty Summers of New York City, the Helcks' home in Boston Corners is a 200-year-old farmhouse. Behind it stands a barn in which Pete keeps his famous Locomobile "Old 16" and his son Jerry's Mercer Raceabout. At one time his studio was in a barn, but now is a converted woodshed attached to the house. What a glorified woodshed! It holds not only his studio but also his books and his models of railroad and auto-racing subjects.

"Twenty-five years ago," says Betty, "Pete was one of the nation's ten top illustrators. Of the ten, the public has forgotten all but him, Norman Rockwell, and one or two others. The TV boob tube has supplanted them, Pete is one of the few artists who can portray a steam locomotive as she was, and not have to hide the interesting parts through a lack of knowledge about them. He often helps young aspiring artists, as he helped me years ago."

Another distinguished artist, Howard Fogg of Boulder, Colo., writes: "Peter Helck has been my illustrator idol ever since I first saw one of his originals in Alco's old offices in downtown New York in 1946. He was and is one of America's finest illustrators, whatever

Helck painting of Stutz Bearcat Raceabout keeping ahead of a Pennsy 4-6-2.

"Daily Greetings," a drawing by Pete for Cosmopolitan magazine. When exhibited in Philadelphia in 1935 it won the Pennell Medal. (Right) His 1947 GE calendar picture.

his choice of subject. His work is extremely sensitive, creative, strong, and dynamic. Above all, this man knows how to draw, the foundation on which any good piece of art must rest. He puts more fire and action and drive into his locomotive illustrations than any artist I know of, including myself.

"I first met him in 1946 at his mid-Manhattan studio and liked him on sight. A small, slender, kindly-faced man, his warm smile and firm handshake instantly put me at ease. I spent at least five hours with him that day, also meeting his studio partner, Paul Rabut, all on the strength of a letter from a Milwaukee man he had never even met! Which says a lot about his character. That's the only time I ever saw Peter Helck, but we exchange letters and Christmas cards. He is still my idol."

Paul Rabut has been close to Pete for a large part of his adult life and has always been impressed by his studio partner's love and enthusiasm for whatever he may be doing. In an address made on the occasion of Pete's election to the Society of Illustrators' Hall of Fame, Rabut said:

"Peter is an inveterate letter writer. It is not unusual for him, after a long day and evening standing at the easel, to stand up for another hour or two typing letters. In one letter he wrote: 'As to working, it gets me so completely that everything else is pushed aside.'

"Sometimes, to help in his creation of paintings, he creates little plaster figurines, which in the night light take on amazing shapes and tonal effects. They reflect his habit of modeling in clay any subject that presents a problem. His ingenuity in this respect often results in his making a lack-luster subject into something very exciting. One plaster model took him a day and a night to make and, Pete writes, 'I am glad I made it.'

"Being a native New Yorker like myself, he loves the city, especially at night. We often prowled the docks, up and down the East and Hudson rivers, across the river to Hoboken, as well as the Albany freight yards. He likes to remember the time we were taking a picture of a large trailer truck parked outside a diner in New Jersey. The diner's door burst open and in a moment we were surrounded by several burly truck drivers who said, 'Nobody takes a picture of this truck when it ain't movin'.'"

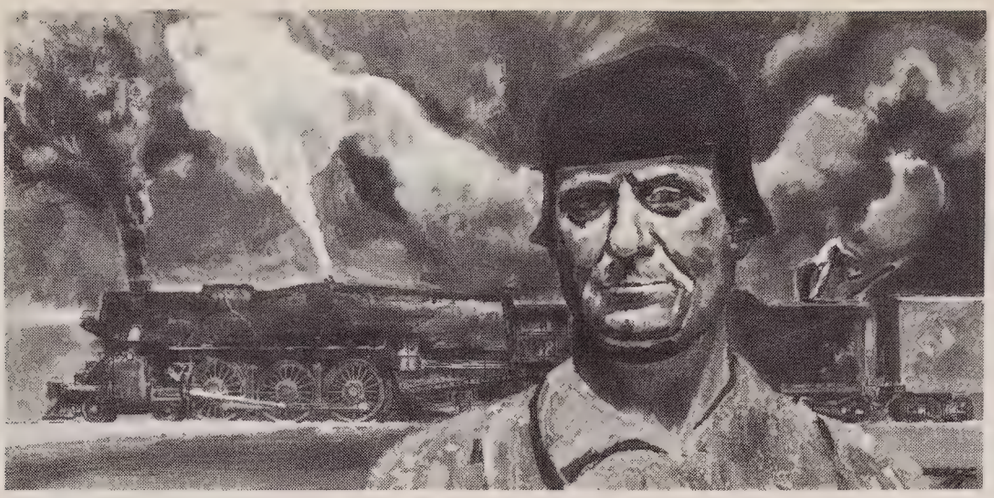
Still another railroad artist, Kent Day Coes of Upper Montclair, N.J., writes: "Peter Helck was a hero of mine at the time I attended art school in the early 1930s, as he was to many of my contemporaries and to at least another generation who followed us.

"My early interest in railroads had long since brought his published work to my attention and led me to file away samples of it before I was in a position to appreciate their real artistic worth. Soon I was clipping everything of his that came my way, and I have kept this file going right up to the present. Though by no means a complete

record, of course, it is comprehensive enough to form a good cross-section of Helck's long career. In it is not a single piece that could be called superficial or that bears any mark of having been done under pressure of deadlines.

"I had begun to use railroads as subject matter for my own watercolors; and, though I did not know it at the time, some of them attracted Peter's attention in group exhibitions such as the Allied Artists of America or American Watercolor Society, of which we both were members. Imagine my amazement and delight when I received a note from him in the fall of 1958 saying he was aware of my being a candidate for associate in the National Academy of Design and would like to second my nomination.

"This was a good example of his warm friendliness and genuine lack of pretension; also his simple conviction that anyone who had as great love of railroading as I obviously did must be worth knowing and helping. The appearance of his book 'The Checkered Flag' in 1961 brought him into the Salamagundi Club as an honorary member, and there we met for the first time.



"Gandy Dancer," circa 1947: our Interesting Railfan interprets a section man.

There also, to my delight, my wife purchased from an exhibition a Helck painting as a Christmas gift to me—one showing an impromptu race between a car and a train.

"Peter was painting all the time and seemed to enjoy a steady flow of private commissions, though he had retired in 1961 from his heavy schedule of work for advertisers and publications. He often asked my advice on exhibition problems. It seemed to be a constant source of wonder to him that I did all my painting on week-ends and holidays while holding a job as art director with McGraw-Hill Publications. It is extremely rare to find a man in any field like Peter Helck, who has achieved pre-eminence in it, yet, while having a justifiable pride in his accomplishments, retains an unassuming modesty and a genuine interest in men of lesser stature in the field."

For thirty years artist James E. Mitchell has been a friend of Peter's. Says he: "We shared studio space in New York City at two locations and still share and exchange information relative to our profession. Both of us are prolific letter writers. Pete has been an unstinting source of help and benefit to my own work, in ways too numerous to mention, although my specialty is marine art.

"As an artist, I have always admired Pete's unique ability to portray steam locomotives. He could make them seem to be in motion even while standing still! His facility in controlling line sets him apart from most other draftsmen, contemporary or otherwise. He learned it from one of the finest teachers, Frank Brangwyn, whose soaring industrial subjects were without peer in their time.

"Another feature of Pete's paintings of steam locomotives is his fantastic flair for rendering steam and coal smoke, one more subject which lent his subjects their immense sense of power and speed. Add to that his ability to render raw steel and iron in a singular manner that could extract pure color from even a sooty black form. I have seen other artist's paintings of steam locomotives, and next to Pete's, these look like cardboard models.

"One of Pete's best paintings is one he did for his own enjoyment. It shows a gandy dancer, with the profile of a huge Baldwin standing in the background. Esquire magazine reproduced it in an article about his work. In this painting, Pete really cut loose with color and weight. It's one of the freest paintings he ever did. It now hangs in his Boston Corners studio.

"I have never heard a single word from anyone—art director, publisher, fellow artist, student or acquaintance—that was in the least unkind toward Peter Helck. That is truly a measure of his personal charm."

Pete himself wrote: "When I was executing paintings and drawings for almost all of the major railroads from 1920 on, I always endeavored to portray the mass and power of their mainliners blasting through the blackness of night with towering smoke plumes reflecting the glow from the open firebox.

"When in 1945 and 1946 the New York Central brought out its fleet of Schenectady-built Niagaras, perhaps the finest locomotives ever built, I was commissioned to make a painting of one of these in action. Photos were abundantly supplied and would, of course, be helpful in rendering details. But I requested the opportunity of seeing one in full flight. This was granted and, in company with a couple of the road's executives, we patrolled miles of track aboard a little motor car such as is used by the section hands.

"By the time the famed 'Century' was due we were ideally located to view its approach. I'll never forget the impression of this mass of iron and steel coming upon us at full 85 mph, leaning perceptibly on hitting the gentle curve and thundering by in its earth-trembling stride. In a flash it was gone, its rear section of Pullmans enveloped in a haze of dust. I think my companions had been no less shaken and thrilled by this vision of tremendous power and speed than I had been.

"Other thrills were had aboard engines and one was in the cab of a Norfolk & Western Mallet No. 1224, a mammoth 2-6-6-4. An inspector of sorts was assigned to keep me from being troublesome. Upon completing the throbbing climb out of Norfolk, with the deep throaty song of the whistle at every crossing and above the pound of the driving rods and the staccato blast of the exhaust, I heard the driver calling me, 'Hey you, Pete, how about taking over?' Following his instructions, I did just that, for five delightful miles. But as we rumbled toward a curve leading to a fearsome descent, I was not unhappy about his replacing me. The inspector's only comment was: 'Just as well. The first two boxcars behind us are loaded with high explosives!'

"When I was commissioned to paint 'Northbound Daily 1900,' no assignment in recent times was more happily accepted. I made several sketches that autumn, at Boston Corners rail crossing, also at nearby Wassaic. The winter aspects had to be improvised. The Boston Corners sketch was approved, by which time a kindly providence furnished that essential for a winter landscape, snow in great abundance.

"For the featured subject I chose a locomotive and mixed train of the 1890's. I resurrected the long-gone water tower and station from sketches made in the 1920's, and renamed the station Fox Hill, the designation of the rolling terrain west of the tracks. Ever since I've wondered what impulse caused this exchange of names, as have all the local neighbors who upon seeing the painting, instantly recognized the setting as Boston Corners."

One of the big regrets in my long career as editor of Railroad Magazine is that we never had the kind of budget which would have permitted us to commission Peter Helck to do a cover for us. I have been familiar with his work for many years, of course, but could only admire it from a distance, never on a Railroad cover. •

FIRING up the BLUE RIDGE . . . in the RAIN

by BILL WITHUHN

Folks lined up to visit the 4501's cab at Front Royal, Va., while sand dome is being refilled.

All photographs by Bill Withuhn, 125 Linden Ave., Ithaca, N.Y. 14850

LET'S FIRE the Southern's famous 4501. We'll pick her home stamping ground, the storied Blue Ridge Mountains, and throw in a soaking rain, super-slippery rail, and a thousand-ton train of a dozen heavyweight, 12-wheel, steel coaches.

The date is July 13, 1975. Sunday. It is wet and dank. But rain or no rain, the "Skyline Limited III" of the Washington and Potomac chapters of the National Railway Historical Society is due out at eight a.m. from Alexandria, Virginia, bound for Front Royal in the fertile Shenandoah Valley. Through that valley more than a century ago rode General Robert E. Lee on his warhorse, Traveler, at the head of the plodding, dusty-gray, Confederate Army. If you look closely and with imagination, you can almost see his wraith today from the train windows.

Along our route are the sharp curves and 1.8 percent uncompensated grades of Linden Hill, via the Manasses Gap. Colonel Jim Bistline, manager of Southern Railway steam excursions, and Bill Purdie, the road's master mechanic for steam, know we are in for an interesting day. Even in dry weather, the 4501, trailing a thousand tons, works hard enough up this hill.

After some delay to clear a couple of regular passenger trains, we get the highball at 8:15. Veteran engineman J. E. Curtin flicks on the forward sanders and eases out on the 4501's bar throttle. His lean, wiry build emphasizes his concentration. Without spinning, he soon has us moving at 10 miles per hour. The chanting beat vibrates the seatboxes and rattles the cab windows. A towering exhaust blends with the bleak overcast sky.

Long train winds through Virginia-Piedmont, seen from 4501's tender.

Man of Steam. Bill Purdie, SR master mechanic, waits for sand to be hoisted up so the dome can be refilled, during the Front Royal stop.

Engineman J.E. Curtin "leans into it" as 4501 works up Linden Hill.

At 30 mph on the heavy, smooth rail of the Eastern Division mainline toward Lynchburg, the 4501 noses slightly back and forth in a rapid, jiggling rhythm, but otherwise she rides fairly well. We steam past Southern's ultra-modern Alexandria piggyback terminal, which offers a stark contrast to our classic train. Assigned fireman Walt Fisher knocks on the Butterfly firedoor under the tutelage of mechanic Paul Cruger. Walt is a big, strapping Virginian whose dad is senior engineman on the division. He has never before fired a coalburner, let alone a hand-bomber, but he's learning quickly under Paul.

At 45 mph, our hogger has the reverse well hooked-up, and our 4501 is hammering along at about top working speed. You have to check the speed recorder to avoid deception—45 feels like 65! Curtin and Master Mechanic Purdie—the latter occupying the fireman's seatbox—call signals.

"Board," says Purdie, raising a finger.

"High green," replies Curtin.

The roar of the exhaust is a tonic, hurling back the rain. Our 4501's big headlight reaches out into the gloom. Watching Walt and Paul, I am struck by the awesome job of firing this 2-8-2. Her wide and deep grate seems about twice as big as anything I've ever fired before. When the firedoor swings open for a scoop shot, the intense orange-white heat is nothing short of incredible. Even at my perch on the tender's coal boards, the heat steams the legs of my damp jeans. I'm beginning to wonder what I've gotten myself into.

My apprehension is stilled somewhat by noting that Purdie minds the blower and the signals, and—in Southern fashion—the engineer handles the primary injector. Relieved of these duties, the fireman can concentrate on placing his shots and "keeping the putty on the pressure gage."

At 8:58, we cross the Bull Run River, whose important railroad bridge was knocked out and put back seven times during the Civil War. The Bull Run's normally peaceful waters are swollen today and muddy from torrential rains. At 9:05, we blow one long wail for Manassas. Our hogger closes the throttle, pulls on the right Nathan injector, and eases to a smooth stop. Purdie opens a blower and starts the left injector.

AFTER taking additional passengers on board at Manassas, we leave the southbound mainline and head west onto the Harrisonburg branch to

Like migratory insects, cinders cover the wet cab roof on climb to Linden, Va. We see Blue Ridge woods.

Front Royal. This is the northern end of the Virginia-Piedmont and right-of-way of the once famous Manassas Gap Railroad, surveyed in 1850. The rain has let up somewhat, but the Blue Ridge looms dark and forbidding ahead. Bill Payne, road foreman of engines, takes the right seat, and Mr. Curtin fires. It is 9:30.

"Ready to leave Manassas, 4501," announces the cab radio.

"All right, here we go," says Payne.

Bill Payne is young for an RFE. He is nattily dressed in a light blue, long-sleeved, sport shirt, light slacks, and a new Thompson cap, but he is all business. We soon roll at 25 mph down the slight grade to the Vulcan rock quarry, to get a running start for the first hill at Wellington.

Our speed drops to 12 mph. Beat-beat, beat-beat. Up we go. The 4501 breaks loose with a roar and a clanking. Payne catches her. Then 4501 breaks loose again, despite full sand and a light touch. Now it is 8 mph. Curtin keeps 190-195 pounds on the pressure gage with an easy skill that reveals his 35 years of locomotive experience. His smooth firing is a relaxed rhythm, even with the great demand on the engine.

With full steam pressure at his command, Payne digs in his locomotive and slogs. Meanwhile Curtin continues his easy motions: his right hand slides the scoop blade back on the tender deck for a load. Then he pulls the laden scoop back to within reach, opens the firedoor with the air treadle under his left foot, and lobs in the coal, lightly banging the heel of the shovel on the firedoor ring on the way in. Thus the coal scatters in an almost stoker-like spray to its chosen spot on the grate.

At 9:58 we make Gainesville, eight miles out of Manassas. The crew is not amused. The drizzle does not slacken. Mr. Curtain hands me the scoop.

"O.K., you fire for a while."

It's time to put my note pad away and earn my keep, I decide.

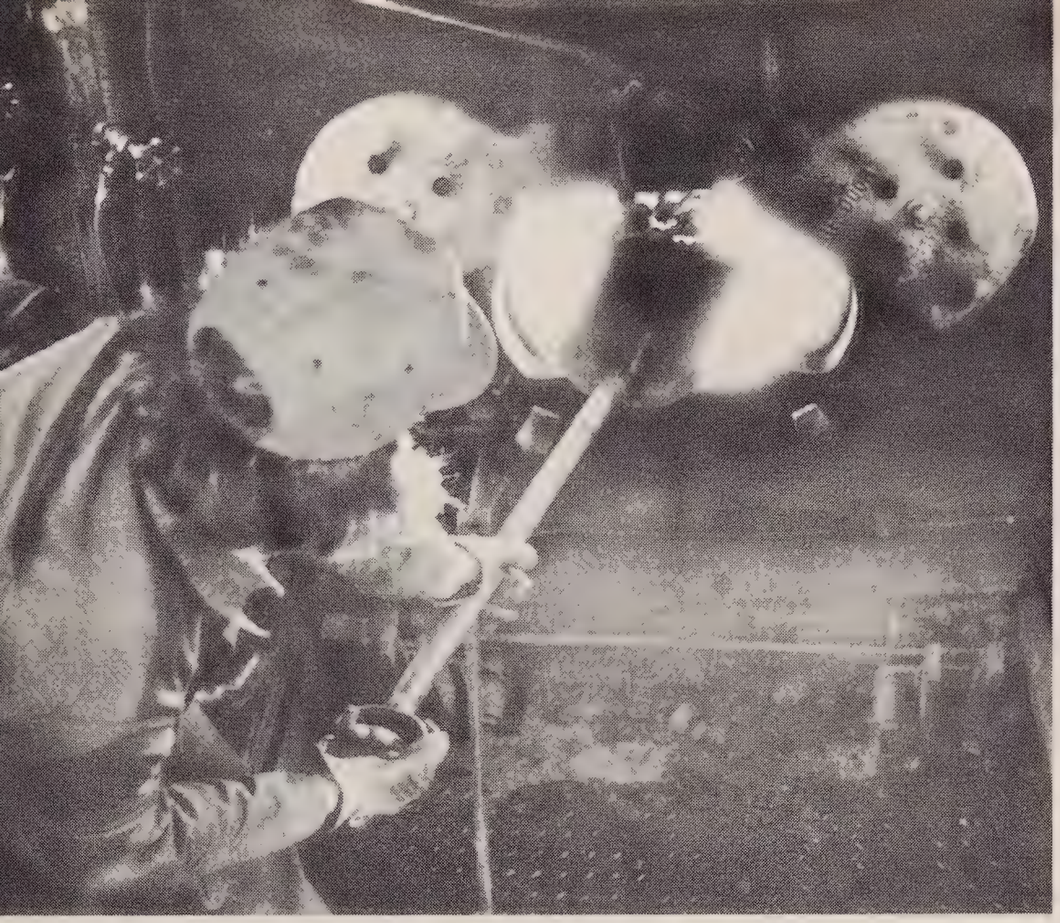
"Try not to let her pop," says the hogger.

Inwardly, I grin. That will be the least of my worries this day. Let's just see if I can keep the needle anywhere near the 180-200 psi zone at all.

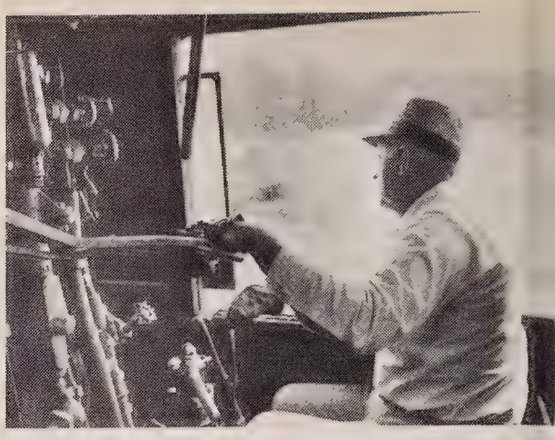
We've made the first hill now, but just barely. The rolling green, wooded countryside merges into a blur for me as I work the long-handled Southern No. 4 scoop. I had wondered why its handle is five or six inches longer than a normal scoop; now I find that being able to stand six inches farther back from that fire is a blessing.

Every fireman develops a pattern for hitting the different parts of the gate surface, so he can keep a level fire and not hit the same spot on the grate twice in succession. With the locomotive working full blast, you must stick carefully to your shot pattern to avoid holes in the firebed. The maw of the fire becomes a white curtain and you can't see anything at all inside the open door. You aim by feel, not by sight.

THE SCOOP bangs out its tune: right-forward, right-side, right-back; center-forward, center-middle, center-back; left-forward, left-side, left-back; right back-corner, left back-corner, just-inside-the-door. This pattern seems best for me today, so I endlessly repeat it, over and over. The



Don Purdie hits a shot down the center; you can actually see coal fly off the scoop as 4501 blasts up Linden Hill eastbound. Photographs of firing steam locomotives are not easy to get, and this is a good one.



Bill Payne, the Southern Railway's road foreman of engines, takes charge on the climb up the hill to Belvoir, Virginia.

country is hill-and-dale now, so there are a few level and short downhill portions for respite. Engineer Curtin keeps me posted on what's up next—whether I will need to "go to it" or I can slacken off a bit. The speed now averages about 35.

"Try to relax," says he. "You're working too hard."

That is no doubt true, but somehow I can feel all 2700 of this engine's cylinder-horsepower right in my back. How did he make it look so easy?

"Here comes a good one," says Curtin, indicating the start of the long hill to Belvoir.

The pressure needle wavers at 185. Better get on it, I tell myself. While our road foreman drops the reverse down, notch by notch, to go with the increasing grade and our falling speed, I stick to my pattern. The bouncing, jiggling, roaring grate seems to devour coal just as fast as I knock it in. But something must be going right, I guess, for the old Star "standard locomotive pressure gage" gradually climbs back up. From his seat, Master Mechanic Purdie surveys all quietly, attuned to every sight and sound in the cab.

Meanwhile, on the right side of the cab, things get quite interesting. The speed has fallen to 5 mph, the drizzle is increasing again, and the 4501 is struggling to keep her feet. We slow even more, in spite of Mr. Payne's skillful handling and my 197 psi. Will we make it?

Chant-chant, chant-chant; beat-beat, beat-beat. Now the pops are roaring at 200 psi. Payne "pumps" the throttle—easing off slightly between exhaust blasts when the danger of slipping is highest, and giving a shade more throttle at the end of each stroke, when cylinder effort is lowest. He's mustering every trick in the book.

Mr. Purdie and mechanic Cruger go out on the left running board. The left forward sander is not delivering. The two men work quickly to clear the wet sand that is causing the blockage. The hill is too much, however. With a terrific crash and clanking of rods, 4501 slips for the last time at 10:30, and we're stuck.

The RFE and Mr. Purdie put heads together and agree that another run at it would be worthwhile. With the left sander working properly, things should go better. So with clearance over the radio, we ease back down the hill for about a mile and a half.

Now the drama begins in earnest, for if we should fail this time, we'll need a diesel out here to push us. The stack bark is slow and steady, as Payne eases out, trying to get as much momentum as he can. Under Mr. Curtin's careful eye, I build the fire up, with an extra "heel" of coked-up fuel stacked at the back of the grate. With each slip I quickly open the firedoor a bit to keep the fire from being lifted out the stack by the terrific draft.

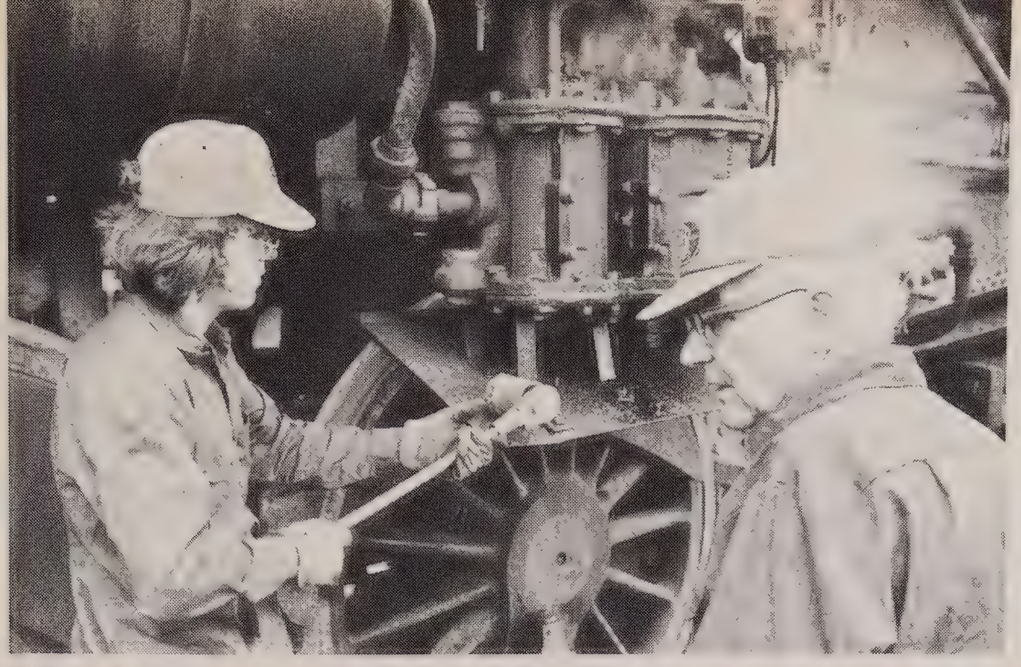
The slips become less frequent. The natty Bill Payne has her well in hand now. With a steady 4 mph, we top Belvoir Hill at 10:52, and grins break out all around. Payne gives the whistle an extra howl of jubiliation. But the problems aren't over yet.

NOW COMES a 12-mile run of rolling terrain. We stretch on up to 40 mph, trying to make up some time. At 11:06, we pass Rectortown, where Bob Ford—the man who shot down Jesse James—was raised. Then, at 11:15, we're down to 15 mph in the deep woods, and Linden Hill begins. Albert Dinkins, the general road foreman, has taken the throttle now and his work is cut out for him. It's only ten miles to the top, but with hairpin curves and that 1.8 percent ahead.

My scoop rattles continuously now. Scrape to the coal, br-ang through the firedoor. Scrape, br-ang; scrape, br-ang. . . . The pressure gage wavers with each exhaust blast and with each adjustment of the reverse and throttle. The injector hums steadily. "Save Coal," admonishes the little cast bronze plaque above the tender coal boards. Sorry, not today.

Here's the town of Markham at 11:35—halfway up the hill. However, we're soon down to 10 mph. The left sander is acting up again. Mr. Purdie notes that the delivery pipe from the balky sander is not properly aligned with the head of the rail, compounding our difficulties. We slip again and again, losing speed each time.

We're using coal prodigiously. I have



William J. Purdie., Jr., Southern Railway master mechanic for steam (right), and his son, Don, prepare to fix bulky pump valve at Front Royal.

to pull the bottom coal board to get at it. Then I notice something peculiar. The air-operated firedoor is not opening all the way each time. A glance at the main air reservoir pressure from the air brake system tells the tale. Even with full steam boiler pressure and the air pump operating properly, the main reservoir air pressure is falling. From its usual 130 psi, it's now down to 110 psi. If the reservoir pressure falls below the normal trainline air pressure, we'll get an unwanted reduction in the brake-pipe, the brakes will creep on, and we'll be done for.

Mr. Dinkins works the throttle, while Mr. Purdie goes out on the wet left running board again—this time to assess the problem with the air pump. The pump seems all right, but somehow the air pressure is not reaching the main air reservoir. Mr. Curtin hops back into the tender coal pile to push coal ahead for me.

The air pressure continues to fall. I make a point of keeping the steam pressure right on 195, to give the air pump every chance. Wow! This is work! My arms are sure feeling it. Scrape, br-ang; scrape, br-ang. . . . The exhaust wants to suck my shovel right out of my hands.

NOW it is eight mph, now seven, now six. The main air reservoir has dropped to 96 psi and the trainline pressure to 93 psi—meaning the train brakes are now on with a seven-pound reduction, and there's nothing anyone can do about it. still, the 4501 keeps walking up the hill.

I notice Mr. Curtin is getting a bit restless; but he's not saying a word, bless him. Discretion being the better part of valor, however, I bat in a couple more rounds of coal and offer him the scoop.

"Had enough?" he grins.

With a few quick rounds, he goes the limit and lifts the pops. But the trainline air pressure is now down to 90 pounds, meaning ten pounds of brake reduction on the train. With that now-familiar crash of slipping wheels, we stall. Rats! The top of the hill is but 20 yards away!

Then comes a show that no one on this trip will ever forget. Purdie knocks on the air pump—a high-pressure discharge valve is hanging up. Mechanic Cruger clears out the sander. The air pressure creeps back up. All this goes on while the general road foreman "rocks" the train, laying sand and taking slack. Mr. Dinkins gives up only ten or fifteen feet to the hill and then he works her up—slowly, slowly. The drivers slip repeatedly. The suspense in the cab can be felt.

When the jig seems up for good, Dinkins gets a toe-hold and works the train over the top literally at a snail's crawl. The cheer from the train is audible; as 4501 gathers speed, the general road foreman lets the whistle holler a victory tune.

We arrive in Front Royal at about 12:35. The capable Bill Purdie, his son Don, and mechanic Cruger solve the air pump's problems, while other SR men service the engine. The rest of this run will surely seem anti-climactic, I think. But then I recall the 1.5 percent grade back eastbound up Linden Hill.

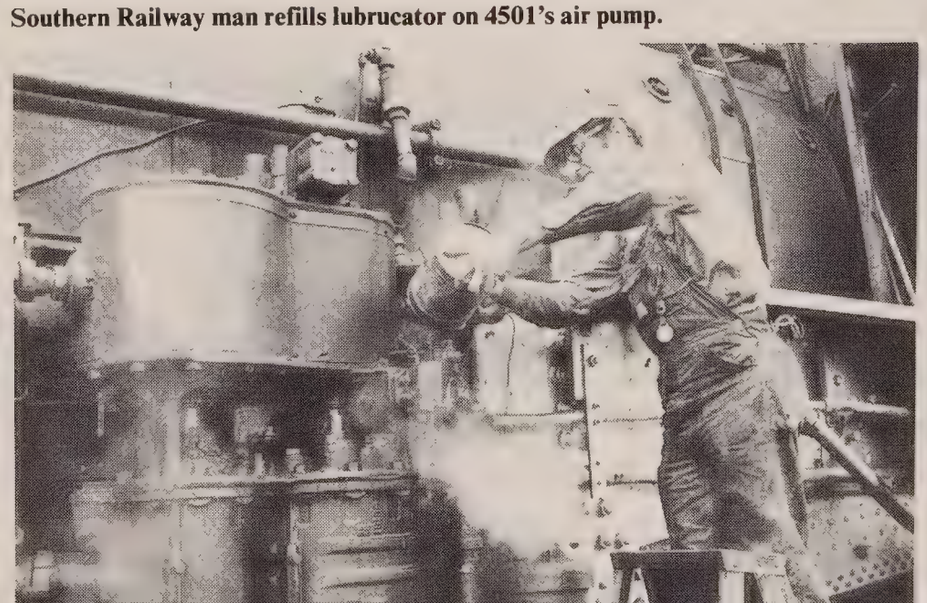
Climbing out of the Shenandoah, Mr. Curtin takes the right seatbox and displays some of the best locomotive handling of this wet day. After backing the train through the wye at Front Royal Junction, he starts it from scratch on the grade, without benefit of any momentum. From the junction to Linden, seven miles, we need 45 minutes. At several points, the drivers are taking six or seven seconds to make just one revolution and slips are frequent. Even so, we keep moving in the face of increased drizzle and a still-bothersome left sander. Curtin seems a past master at "throttle pumping." Such a show is a rare event these days.

Homeward bound, I fire another stint, spelling Don Purdie on the scoop up the grade. At age 19, he is a real shovel artist, placing his shots with fine precision. He seems to enjoy the opportunity to work with his dad and this engine.

From Linden all the way to Alexandria we highball. The 4501 comes into her own, pounding along like a Nashville rhythm section, a Blue Grass string band, and a mountain harmonica, all rolled into one. If a locomotive can have soul, 4501 has it in spades. She seems at home and in tune with the world.

Thank you, Graham Claytor, Bill Geeslin, Jim Bistline, and Bill Purdie. This has been quite a day. •

Southern Railway man refills lubrucator on 4501's air pump.



PHOTOGRAPHS OF THE MONTH

Young couple wait this past spring in warm sun at Lansdale, Pa., station for Reading commuter car. Depot was built in 1902 for the Philadelphia & Reading Railway.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Canary-yellow Sperry Rail Service car 134 runs east on the Erie Lackawanna over the grade at Gulf Summit, N.Y., in July '71.

Photograph by Richard J. Allen, next month's "Interesting Railfan".

Southern Pacific electric No. 625 shown near 19th Ave., Oakland, Calif., sharing trackage with steam mainline on long ago day in 1930s.

Roger Ciapponi, 4584 Val Street, Fremont, Calif. 94538

More than half a mile of copper wiring is contained in this locomotive traction motor armature being built at Electro-Motive Division of General Motors, McCook, Illinois. Armatures are basic components of EMD's model D77 traction motors, 3-ton units which power diesel-electric locomotives by transmitting energy from generator to wheels. A locomotive has from four to six traction motors. Don Vickery of EMD really has his hands full as he winds insulated copper conductors on armature.

Redhead Susan Evans is one of group of volunteers organized by Don Purdie who help Southern Ry. care for 4501 on trips in Washington, D.C. area. Others are Doug Karham and Bob Hunter. See 4501 story on page 23. Loco is owned by Tennessee Valley Railroad Museum, Chattonooga, Tenn.

Bill Withuhn, 123 Linden Ave., Ithaca, N.Y. 14850

R.E. Ruffell, 2 Victoria Villas, High Street, Little Sandhurst, Nr. Camberley, Surrey, England.

Lady hoghead-tallowpot fires up 4-4-0 7¼″-gage Romney, Hythe & Dymchurch Ry. engine in Surrey, England, for run on private road.

"Down at the depot when the kers come in." Old Colony engine King Philip No. 31, built by Manchester in 1866, must have brought in some important men in this long-ago Mass.

station scene. Old sepia-colored hack will take the visitors to local hotel, or next town. Anyone identify location of OC depot?

Collection of Gorton T. H. Wilbur

Atlantic Central Steam Railroad's ex-Canadian Pacific Royal Hudson 2839 was test-steamed at Northampton, Pa., on July 6 for the first time in 15 years and passed with flying colors. The steamlined future excursion-bound 4-6-4 popped her safety valves at 280 p.s.i. Photograph by Mike Eagleson

IN SEARCH OF STEAM

Mike Eagleson

AFTER THREE full years of rebuilding by the Atlantic Central Steam Railroad, Northampton, Pa., streamlined Royal Hudson No. 2839 was test-fired on July 6th and popped her safety valves at 280 p.s.i. Her appliances operated on steam pressure for the first time in 15 years. Clouds of black coal smoke towering above the 4-6-4 brought cheers from those who had toiled long and hard on this project.

Then came the screams from three separate whistles installed on the boiler expressly for the test fire-up. Still to come are replacing the cab floor, windows, firebrick, and complete logging and streamlined shroud. Manufactured and attached to the valve gear were two new union links, made to order for Atlantic Central from original Canadian Pacific blueprints.

The next steamup and test run should be this fall. The engine is the property of the Royal Hudson Locomotive Co., Ltd., of which I am president and part owner. When operating on mainline excursions in the East, the streamlined Hudson will be painted and lettered in her authentic gray and maroon livery.

GOOD NEWS on those former narrow-gage Quincy & Torch Lake locos, which had been abandoned in disrepair in the enginehouse at Hancock, Mich., since the road quit in 1945. I visited the dank, crumbling shed last year to inspect the two Moguls and two Consolidations. The engines were being repaired at the time the road closed, but when it stopped service the workmen just dropped their tools and closed the doors.

Time, weather, and vandals took their toll; but happily the locomotives are now preserved. Mogul No. 1 and 2-8-0 No. 5 were moved to the nearby site of the Quincy Hoist elevator and shafthouse for display. No. 3, a 2-6-0, may go to the Mid-Continent Railway Museum at North Freedom, Wis., for display. I inspected Consolidation No. 6 after she had arrived at the Pine Creek R.R. at Allaire, N.J. The museum hopes to have her in steam in a few years, I learn from Tom Roberts, 97 N. 31st St., Battle Creek, Mich. 49015.

STILL ANOTHER steamer joins the motive power books on the Mid-Continent Railway Museum. The Cornhusker Chapter of National Railway Historical Society of-

fered their ex-Union Pacific 2-8-0 No. 440, which has been stored for sometime at Lincoln, Nebr. The 94-ton engine built by Baldwin in 1901 as No. 1660, a Vauclain compound with 57" drivers and a Vanderbilt tender. In keeping with the excellent preservation practice at Mid-Continent, she will be restored to her original UP appearance and operated on the museum's trackage. This good news comes from Jeff Haertlein, 3215 South Illinois Ave., Milwaukee, Wis. 53207.

A STANDARD-GAGE 0-4-OT, No. 4, is under repair at Lake Craft Welding Co., Highway 163, a mile west of Port Clinton, Ohio. Who knows what plans are in store for her?

FORMER PERE MARQUETTE 2-8-4 No. 1225, now being rebuilt by the Michigan State University Railroad Club, East Lansing, Mich. 48824, is ready for her first steam test. Lacking a set of grate castings since taking her place in the park at the university, the club wanted to remove those from sister engine No. 1223, displayed at the Michigan State Fairgrounds, Detroit; but despite an earlier verbal agreement, the red tape was too thick to cut with recently-installed fair officials. Instead, identical parts were removed from Chesapeake & Ohio 2-8-4 No. 2776, displayed at Washington Court House, Ohio. This cannabalization will be well justified when the 1225 returns to operation.

THE EDGEMOOR & MANETTA R.R. of Lando, S.C., has long been the nation's only ICC common carrier line operated exclusively with steam power and not connected with a tourist road. Manetta Cotton Mill, which owns the road, has just filed for abandoning the two-mile line. However, preservation of the 1917 Porter 0-4-OT No. 5 seems certain.

EX-CANADIAN PACIFIC 2-8-0 No. 3716 is now operating on the British Columbia Railway between North Vancouver and Squamish, to spell Royal Hudson No. 2860. Another provincially-owned steamer, a 2-6-2, formerly owned by Mac-Millan Bloedel, is being repaired to haul the museum train on Vancouver Island.

THREE EX-READER Baldwin-built, oil-fired steamers, Prairie types 11 and 108 and Consolidation 1702, that ran in the Ozarks till a few years ago, are on the block. These locomotives, together with the road's freight and passenger cars and machine shop and maintenance equipment, plus spare parts inventories, have been acquired by Long distributing Co., P.O. Box 6049, Shreveport, La. 71106. The Reader's last president, Tom Long, says anyone interested in looking over the locos and equipment are welcome to do so at Reader, Ark., Monday through Friday, 8:30 a.m. to 4 p.m. Up to midsummer, all three engines were still around.

No. 11, out of service since 1968, needs extensive repairs. Built in 1924, she has saturated steam, no power reverse, 46" drivers, 17x24" cylinders, 200 lbs. b.p., 23,100 lbs. t.f., and weighs, sans tender, about 125,000 lbs. No. 108 was built in 1920; has superheated steam, power reverse, 47" drivers, 18x24" cylinders, 200 lbs. b.p., 25,300 lbs. t.f., and weighs, without tender, the same as Prairie No. 11. Consolidation No. 1702 was a 1942 war baby with superheated steam, power reverse, 57" drivers, 19x26" cylinders, 225 lbs. b.p., 31,500 t.f., and without tender weighs about 161,000 pounds.

Cindy Vertein wipes the headlight on ex-Dardanelle & Russellville No. 9 at Mid-Continent Railway Museum in North Freedom, Wisconsin.

Photograph by Jeff Haertlein

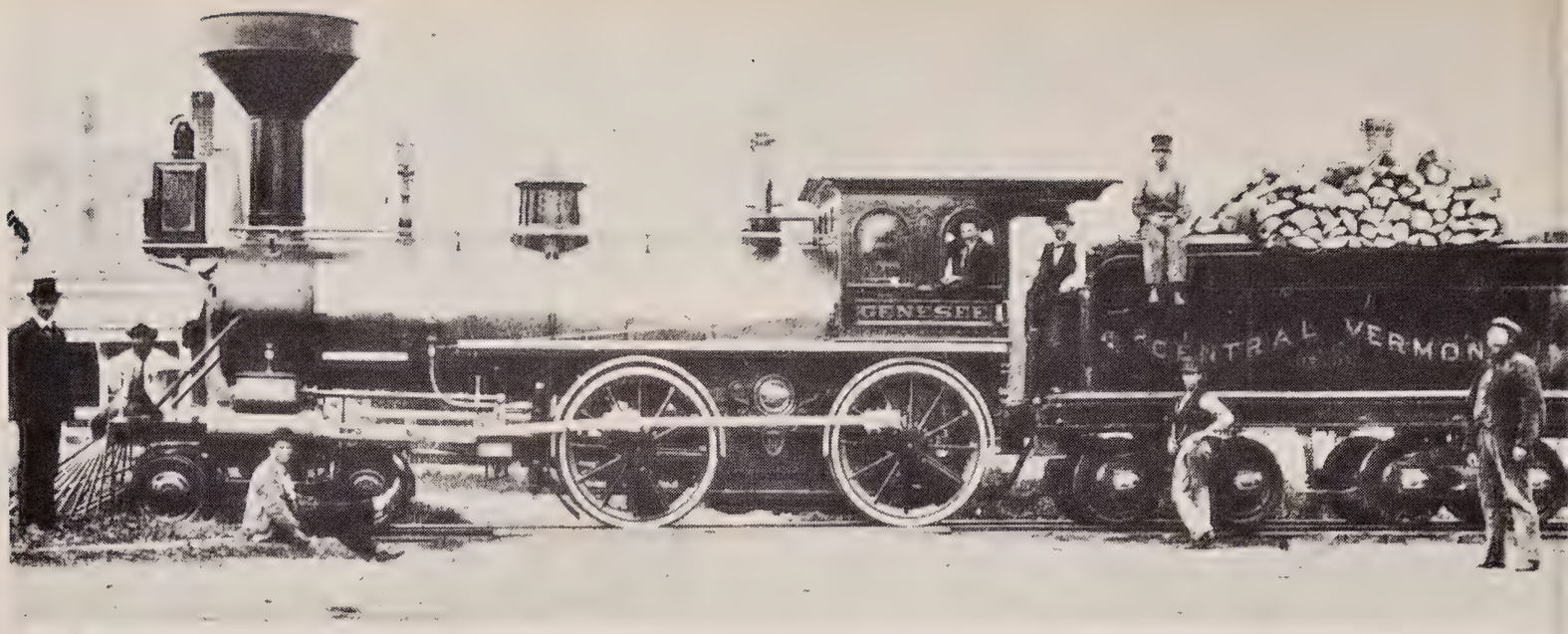
Shay No. 7 awaits highball at "Camp Six" forest industries museum last July 4th at Point Definance Park, Tacoma, Wash. The ex-logging locomotive operated on summer weekends.

J. W. Mathews, Jr., P.O. Box 18-007, Seattle, Wash. 98118

MAINLINE STEAM will again pound the Erie's Waldwick, N.J., grade and S-curve. Whippany River 4-6-2 No. 148 and matching coaches will operate round trips between Ridgewood and Waldwick, N.J., from Sept. 22 through 26, celebrating the anniversary of Ridgewood.

The following month, the same ex-Florida East Coast Pacific will team up with ex-Canadian Pacific 4-6-0 No. 972 to haul a doublehead "Journey to Yesterday," operated by Mainline Steam Foundation, Inc., P.O. Box 844, Cranford, N.J. 07016. The Oct. 25 excursion will run over the Lehigh Valley between Bethlehem, Pa., to South Plainfield, N.J., and return. Several well-chosen doubleheaded photo stops are scheduled. Adult fare is $24.95; kids under 12 can ride for $19.95. The fantrip should be the season's steam highlight.

SEND steam news to Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 •



Woodburner *Genesee* of Ogdensburg & Lake Champlain Division of the Central Vermont hauled many a livestock train in 1880s.

Collection of Gorton T. H. Wilbur

CABOOSE-RIDING PASSES IN THE 1880s

by Watson B. Berry

THE DROVERS' CABOOSE on the weekly livestock train that ran from Ogdensburg, N.Y., every Friday afternoon in the 1880s through to Boston over the old Ogdensburg & Lake Champlain (later Rutland) and the Central Vermont was more glamorous to me than the modern Pullmans and Vista-Domes in which I rode years later. Those livestock trains long ago passed into history. So have the drovers who created them and whose activities colored the life in that section of upper New York State known as the North Country.

The towns of Lisbon, Madrid, Norwood, Brasher, Lawrence, Moira, Bangor, Malone, and Chateaugay, all in New York State, were the principal stations where the O&LC maintained stockyards. All added their weekly quotas to the train that had grown to thirty or more cars when it reached Rouses Point, N.Y.

It crossed Lake Champlain on an old wood-pile bridge, thereafter stopping only for water or an occasional hotbox till it arrived at Bellows Falls, Vermont, or White River Junction, Vermont, opposite the week-end layover stockyards at Bethlehem or Cold River.

Those thirty carloads of bleating, baaing, squealing, mooing, and neighboring calves, steers, sheep, hogs, cows, and horses, to say nothing of the unforgettable compound of aromas, redolent of a thousand barnyards, gave simple notice of their trip to the population of Vermont and New Hampshire as well as the North Country.

Leaving every Friday, the weekly train was timed to arrive on Saturday evening for the layoff at the Bethlehem or Cold River stockyards. As the animals, except horses were to be sold by live weight in the great Tuesday morning Boston market at the Watertown stockyards, the drovers saw to it that they were filled with food and water before being reloaded on Monday afternoon into the cars for the short run to market.

That ride to Boston in the drovers' caboose loomed big in North Country boys' ambitions. Country storekeepers, teachers, and even ministers considered those trips a great privilege. The shippers were entitled to drovers' passes with each carload of livestock. Those magic pieces of green paper entitled the holder, when accompanying a load of animals, to a journey to Boston on the cattle train and were good also for the return trip on regular passenger trains.

If a drover had three carloads, which was the average shipment, he was given three passes. He or a trusted agent went along to look after the beasts. Thus he had two passes to bestow on friends who were not too snooty to ride a caboose.

I had been a candidate for one of those passes from my ninth year; but not till I was thirteen did I make the grade. On that occasion I was able to bring from Dr. Van Allen, principal of the old Lawrenceville Academy, a letter addressed to my father excusing me from attendance at classes for one week provided that I take along with me Loomis's "Geometry" and come back prepared to demonstrate the problems taken up while I was absent.

That was a tough deal, involving many painful hours of labor. Dr. Van Allen was a strict disciplinarian; he exacted literal compliance with the terms of the harsh contract.

At last the great day came, a fine June afternoon in 1884. The day had been full of excitement attending the arrival of many wagonloads of lambs. Pens at the Lawrence stockyards were full of noisy lambs, each of them given a red mark indicating my father's ownership. The final "wooly" had been crowded into the upper deck of the last of the three cars, car doors had been sealed, and the livestock train had arrived, drawn by one of the new Mogul engines which Edward H. Harriman, the son-in-law of W. J. Averell, president of the O&LC, had purchased a short time before.

Our three carloads of lambs were added to the others. As my father and I climbed into the caboose we were greeted by the conductor, genial Abe Baldwin, and by drovers who had joined the train with their stock a few stations back.

The caboose had been constructed

in the company's Malone shops, where a machinist named Wilder had designed and built the first refrigerator car in the United States thirty years before. Our caboose was extra large, containing a wash-stand, a barrel of icewater, a woodburning stove, chairs, a dozen open berths, and the customary cupola. The trainmen used a smaller crummy. All the drovers chipped in a few dollars for the crew's services in looking after their car.

Rather crude by present-day standards, the caboose was considered something very special. At the wash-stand stood a small butter-tub filled with home-made soft soap. We got a bad jolt when we were pulling into Malone and bumped into a work train. Air brakes would have prevented this, but in those days we had only hand brakes.

Mr. Baldwin, the conductor, was talking with a drover when the impact came. Everything that was not fastened down was thrown about. The tub of soft soap shot up to the ceiling and came down neatly, bottom side up, on Mr. Baldwin's head, with a gallon of the strong soap running down through his hair and over his face. The skipper sputtered and swore, threatening dire consequences. But he only got a laugh and the nickname "Soapy," which stuck to him.

Our train stopped for an hour at Burlington, Vermont, where the hungry drovers piled into a big restaurant in the Rutland's covered station for generous-sized meals. Gongs on the walls rang three minutes before the departure of trains. I have never forgotten the impressions I received when I first saw these covered depots in St. Albans, Burlington, Essex Junction, and Rutland.

After eating heartily, we made a quick run to Bellows Falls, where several other similar trains pulled in from New England points. These were shunted over to Cold River, New Hampshire, and were unloaded into stockyards there. Drovers ate in an excellent country tavern at the foot of Fall Mountain.

The station agent had a sort of concession whereby he supplied feed for the livestock. He was also a good penmen and picked up a tidy sum each year by preparing copybooks which he sold to drovers to take home to their boys and get them started to writing legibly.

Everybody seemed to be having a good time on the trip. In that year James G. Blaine was Repulbican candidate for the Presidency and all the drovers I knew were Republicans. It was not surprising that the town's selectmen presented large lithographs of Blaine and his running mate to hang up in the "cattle club," as the drovers' caboose was called.

On Monday afternoon we loaded the stock again. Soon after daylight Tuesday we arrived without incident at Watertown, on the edge of Boston. Dozens of other similar trains were arriving from nearby states. An early breakfast was served at the Union Stockyards Hotel. There was no grapefruit, no tomato juice, no frills. It was a filling meal—oatmeal (the old-fashioned kind, cooked all night), baked potatoes, and sirloin steaks.

I was sorry to leave the hospitable drovers' caboose, but eager to see the mammoth lamb market. The drovers donned long linen dusters that came down to their heels, to protect their clothing from the smells and dirt of sheep-pens. Sales were put through quickly, and due bills were handed to the drovers, who cashed them at the Boston offices of the various buyers.

Horse-drawn streetcars took us in to the big city, where we enjoyed the sights. That evening at the Boston & Maine station we boarded a sleeper for home. No sleeping-car has ever seemed to me so wonderful as that one was—a long time ago.

We arrived half an hour early. The washroom was palatial as compared with the one in the drovers' caboose. There was a hand pump at each basin. I started to pump water and was having fun with it when the conductor rushed in excitedly.

"Bub," he said, "if you want to play with that thing, wait till we pull out. You're running water all over the platform of this car."

I was deeply embarrassed. Well, we breakfasted heartily in the St. Albans covered station restaurant, and by noon were back in our little village. Then I suddenly realized with dismay that I hadn't even looked at my Loomis's "Geometry." I knew I'd have to pay for this sad neglect, but my ride on the drover's pass was worth it. •

Jack Armstrong, 197 N. Summer St., Adams, Mass.

Last remaining railroad covered bridge in Vermont is used by StJ&LC east of Wolcott.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

MAINE CENTRAL'S first new power since October, 1967, was dedicated last July 15th. Ten U-18B's, 400-409, all built in May, were delivered late in June and are known on MEC as the Independence class. Thus, Maine Central salutes the Bicentennial.

Each Locomotive is named for a Revolutionary War hero or an event relating to that war. The units are of standard chop-nose design, but ride on rebuilt EMD Blomberg Trucks. They are painted MEC yellow with a green twin stripe, black underframe, and a golden eagle on the nose. Vital statistics: 1800 hp, GE 8-cyl. FDL turbocharged plant, 252,000 lbs. weight, 74:18 gearing (70 mph top), four General Electric 752 E8 traction motors, GT A-11 alternator, 26L brake, and MU capability. Length inside the knuckles is 54′ 8″. Major accessories include dynamic brakes, Nathan M3RT1 3-chime whistle, 35″ snowplow pilot on short end only, and Vapor toilet in short hood.

Names and numbers: 400, Gen Henry Knox; 401, Hannah Weston; 402, Gen. John Stark, 403, Gen. Peleg Wadsworth; 404, Kenneth Roberts; 405, Arundel; 406, Col. John Allan; 407, Unity; 408, Battle of the Bagaduce, and 409, Ethan Allen.

MEC thus becomes the third domestic buyer of U-18B's. Seaboard Coast Line was first and has the most. Texas Utilities bought two units. In Mexico, NdeM owns 45 of them. The above info comes largely from a Maine Central release dated 7/15, from the office of Bradley L. Peters, Assistant to the President. This is one of the most complete info sheets I have seen, including historical data on the namesakes of each locomotive, and a complete specifications.

A NORFOLK & WESTERN conductor, Abram D. Burnett, 1822 Arlington Rd., Roanoke, Va. 24015 reports that all 100 of N&W's RS-11's (Alco 1800 hp, spec DL-701) are up for sale. Most are stored with batteries removed and stacks capped, at Shaffer's Crossing, others at Decatur and Bellevue. Florida East Coast has shown interest in them. Nearly all of these units have been laid up since business slumped last Christmas; the last ones joined the lines during the July miner's holiday. Rumors have it that other non-Alco 4-axle power (which means FM H-16-44's, U-b's, maybe even Geeps) will be replaced on the basis of two 4-axle units for every new SD-40-2 received.

Final reports on the RS-11's, according to Abram: Operating men rate them poor because acceleration and braking response are too slow, there is too little clearance on catwalk and carbody, and the units are dirty, smoky, leaky, and cold in winter. The Motive Power Department feels likewise, due to high incidence of costly prime-mover maintainance, which they attribute to poor design. However, the Accounting Department likes their lower cost per mile of operation due to the four-cycle engine wearing less than the two-cycle. Most of the N&W RS-11's are 1956-'57 models, with plenty of miles in them yet. Need one? No trade-ins needed, financing available, credit no problem.

CNR time freight 392 growls upgrade near Scarborough Jct., Ont., headed by 3 GP 40-2Ws.
Photograph by G. Zuters

EDWARD J. WOJTAS, editor of Amtrak News and one of our "Interesting Railfans," wants it known that the new Amtrak diesels we mentioned in the August issue will not replace electric power in the Northeast Corridor, but will be used north of New Haven and outside the Corridor as well. Ed points out that the new Budd cars ("Amcoaches" and "Amcafes") are all-electric and will need these locos to operate accessories when operating on non-electrified lines.

A GOOD MAN to know on the Clinchfield is Gene P. Price, public relations consultant, Erwin, Tenn. 37650. Gene read the report on his road that I did in the August issue and sent along a variety of info, including a current roster. The F-7A #823 which I found with weeds all around it was last operated in October, 1973, as far as Gene can tell. On that day, she came into Erwin at the head of a passenger special. No. 1, a 4-6-0 steamer, had broken down, and 823 pulled the rest of the train in. Two B units and 11 passenger cars made a strange sight behind the faded gray unit. Nos. 821, 822; and 823 came from the Louisville & Nashville in the late '60s when the Clinchfield was short of power. No. 821 is still in service, 822 is gone, and 823 languishes at Erwin. None of them ever got the familiar "yellow-nose" scheme.

ON OCTOBER 18th and 19th, when the New Hope Chapter of NRHS and the Buckingham Valley Trolley Assn., in conjunction with the New Hope & Ivyland RR., stage their Autumn Open House, the following units will be of special interest to diesel fans: four Baldwin switchers: Copper Range 100 and 101, both DS-4-4-1000's; Pennsy 9069, another DS-4-4-1000, and New York

Central 9315, an S-12. Other equipment operating or on display includes Canadian National 4-6-0 #1533, Cliffside 2-8-0 No. 40 and the BVTA's trolley equipment (Phila. Suburban Transportation 26 operates). Info on tickets and times may be had from Richard C. Roden, Chairman, 910 W. Cobbs Creek Parkway, Yeadon, Pa 19050.

BALTIMORE & OHIO'S Commemorative Gold GP-40-2, GM-50, was damaged while in L&N's DeCoursey Yard in June. Repair and painting was done at Cincinnati's Stockyards Engine Terminal. Matching paint (model builders, please note) is Pontiac Aztec Gold.

PAINT SCHEME NEWS: more and more Bicentennial schemes appear. The latest tally from the pages of X2200 South reveals 10 more firm additions and a tentative report on Union Pacific. Most newcomers are small, but there are: Aliquippa & Southern (SW-1200 1776, ex-1208); Burlington Northern (SD40-2 1876, ex-1976, ex-6325); Charleston, SC., Chapter of NRHS (Porter 45-ton 76, ex-US Navy); Durham & Southern (GP-38-2 2000); Inland Steel South Chicago, Ill (SW-1 76); Louisiana Midland (RS-1 111 ex-GM&O 1111); Missouri Portland Cement (SW-900 1); Monongahela Connecting (S-4 136, ex-L&N 2358); Texas & Northern (S-2 22, ex-ATSF), and Union RR, of Pittsburgh (a new MP-15 when delivered).

Rumors say that Union Pacific will repaint one of its huge DDA40X Centennials (6900 series). If so, the UP would have the largest Bicentennial paint scheme, while the Charleston Chapter of NRHS has the smallest. But SCL U-36B 1776 was the first.

Amtrak has simplified its paint scheme on GG-1's 907 and 920 (maybe more by now) by removing the arrow and going back

Chesapeake & Ohio No. 9552, built as TR-3, now with only one calf, is shown working hard in Baltimore & Ohio yards at Baltimore, Md., on sunny, crisp November 18, 1972.

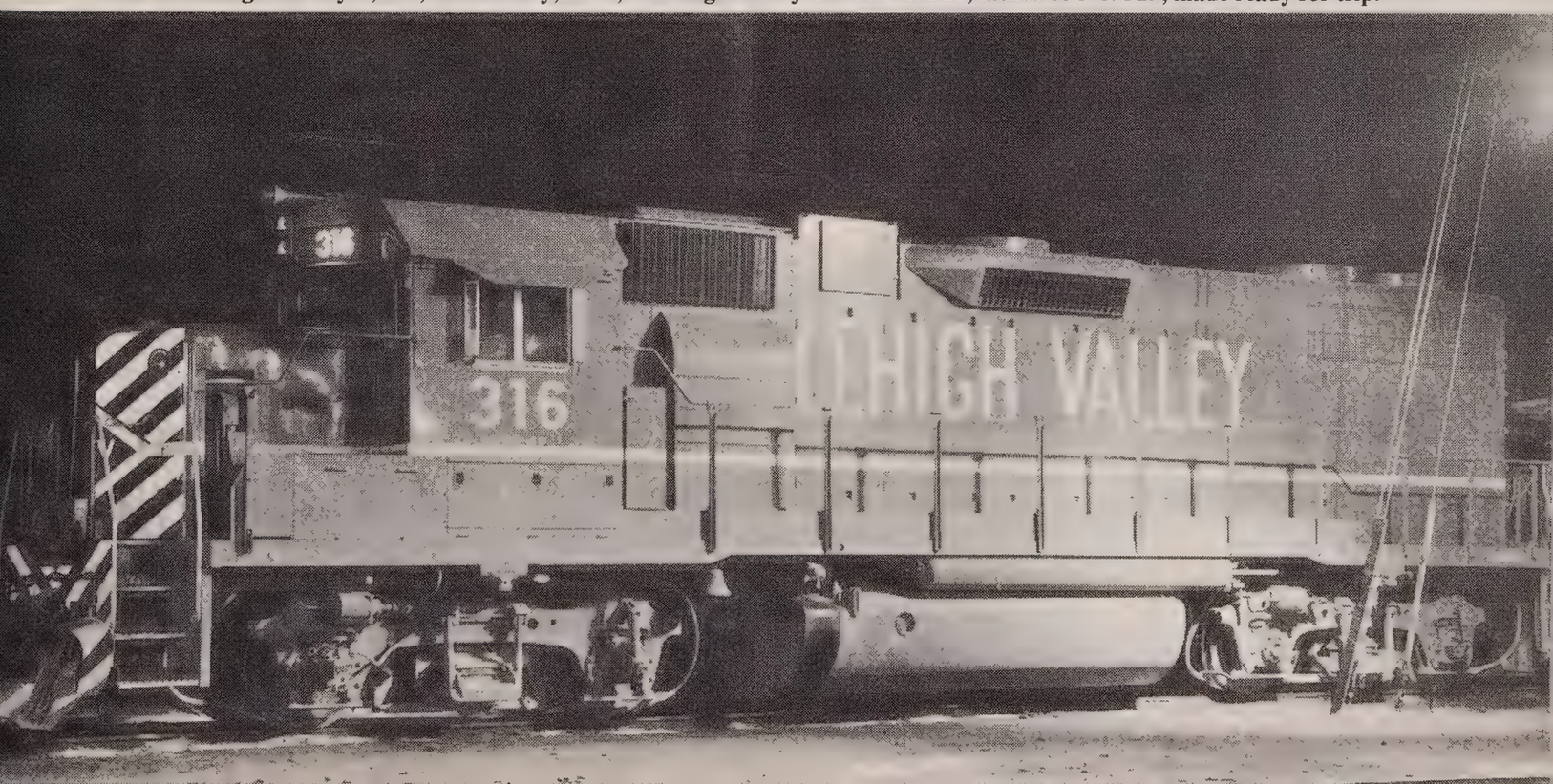
Photograph by Harold Buckley

C&O 5062, a Phase V NW-2 built at Cleveland, Ohio, in 1949, on B&O in Baltimore in 1972.

Photograph by Harold Buckley

John R. Taibi, P.O. Box 486, Brentwood, N.Y. 11717

It was a cold night at Sayre, Pa., in February, 1973, as Lehigh Valley GP-38 No. 316, lashed to No. 319, made ready for trip.



An 85 car westbound freight leaves Lakeland, Fla., on June 20, 1971, behind a variety of power. Sandwiched between U25C's 2118 and 2100 is FP-7 No. 688. Bringing up the rear are two goats; SW9 No. 165 and VO 1000 No. 105 (built by Baldwin, later repowered with 1200-hp EMD engine).
Photograph by William T. Morgan

to somber Penn Central black with large "Amtrak" on the sides. E-9 No. 436 also has a new scheme, without the arrow: black roof, platinum grill area, red band, blue band, and platinum lower panel, separated by white divider stripes. Nothing on the sides except a number of extreme lower rear. "Amtrak" appears in small letters between headlights on nose. Nice-looking, really. Possibly the phrase "pointless arrow" is getting to L'Enfant Plaza too often?

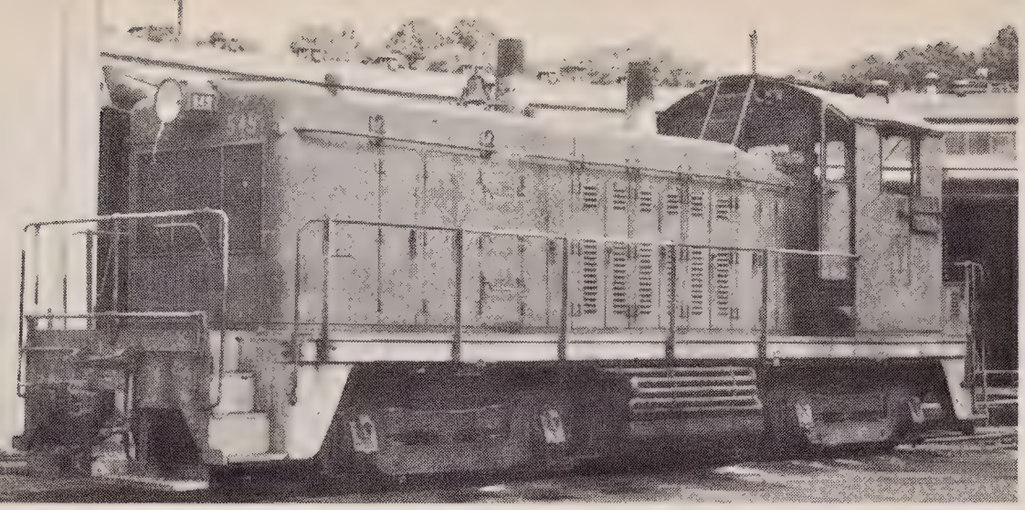
A FREAK ACCIDENT occurred last July to the eastbound Amtrak Riley. Running East of Maysville, Ky., with two SDP-40F's, at top speed along the straight flat banks of the Ohio River (reportedly 70 mph), the Riley hit an insulated plug door which had fallen off a westbound refrigerator car and was lying flat across the eastbound rails, although evidently not flat enough to activate the signal circuits. The lead truck of the head unit rode up on the door (wood side was up, steel side down). The door just slid along the rails, with the unit riding on it, for a mile and a half!

When the train finally got stopped, nothing was really damaged. The crew backed the SDP-40F off to the door without derailing. It then took four hours for a Chesapeake & Ohio crew to remove the door. No amount of pulling or pushing by the train crew could budge it. When the door was finally removed, the train proceeded to Huntington, where it was thoroughly checked and found fit to continue east. All this in the wee dark hours of morning. Can't you see the shower of sparks that door sent up as it slid along under that weight? It is amazing that nothing and nobody was hurt.

BALTIMORE & OHIO took all Alco switchers out of service in Cincinnati as of June 30th. At present we have a dozen or more sitting on two storage tracks, stacks

A Milwaukee rebuilt GP-9 with new 2000-hp engine. Loco No. 949 idles at South Beloit, Ill., before its day's work in Oct. '73.

Delaware & Hudson 4085 and 4099 on local transfer run from Binghamton, N.Y., to Sayre, Pa., via Erie Lackawanna and Lehigh Valley trackage rolling along through countryside near Owego, N.Y., in May. 1974. Photograph by Richard J. Allen



Union Railroad No. 549, Cleveland-built NW-2, shows the straight hood/cab taper and lack of "frame falsies" which denotes Phase V. Building in back looks like steam roundhouse.

Photograph by Don Dover

capped. According to the roundhouse crew, there are a few dogs in the group, but most of them are good engines. Also, there hasn't been an F-7 in on the B&O since mid-June. All of the new order of GP-40-2's have been delivered and are in evidence every day.

I spotted a Penn Central F-7A in Sharonville on July 12. Bad news for PC Alco fans has it that three of the big fellows (C-630 No. 6321, and C-636 Nos. 6330 and 6336) rammed a stopped westbound drag at Leetonia, Ohio, on June 6th. The 6330 was in the lead and is done for; the other two were damaged heavily and are questionable repair candidates.

EVIDENTLY the L&N has moved its 4 DeCoursey SD-38-2's to greener pastures, as the July miner's holiday all but closed DeCoursey Yards. Hoppers are back now, but general freight is way down. Yard is being worked by U-25B's and C's, Alco RS-36's and slugs.

TONNAGE RUN. After citing a story from Australia about the high tonnages moved over their mining railroads, I have had reports by railroaders on tonnage records right here in the U.S. In the May issue, C. Cox of the C&O told us almost incredible doings on his road, with mention of the world's record held by N&W.

Now, here's a report by N&W brakeman Grandle Meador, Rte. 7, Box 461, Roanoke, Va. 24018. Grandle says he runs east of Roanoke on coal trains over the old Virginian mainline. About 10 miles of VGN trackage, between Abilene and Virso, Va., are used for storage of odd lots of coal. Beavers had built dams in the drainage ditches, while swamp weeds had grown higher than a man right up against the tracks. "Digging out" cars of specially-sized coal was a hated job, as brakeman had to walk through this jungle, never knowing when they'd step on a snake or plunge into deep, stagnant, swamp water. Most of them walked over the coal to avoid having to go on the ground.

Grandle says "until recently," so maybe that's been improved. Anyway, he and his crew were called for a South Roanoke East run at 8:30 P.M., a coal drag bound for Crewe, Va., out of the old Virginian yard in Roanoke, a yard which N&W uses to classify and make up coal trains. Engineer Bob Jones, on inspection of his power, found that U-30C No. 8000 was out of sand, something that is a necessary evil in case it rains. The other unit in this two-unit consist, SD-45 No. 1733, was OK.

A call to the yardmaster produced a fresh unit from the roundhouse, which was brought down by hostler. It turned out to be SD-40 No. 1581. After it had been coupled up, it promptly shut down. Inspection showed that it was out of cooling water. The hostler figured he'd run the units back to the South Yard Office, fill the 1581 with water, and leave the U-30C for the roundhouse forces. This done, the crew coupled up with 1733 and 1581 and left town.

They got out of town at 12:30 a.m. April 19th; already four hours on duty. The trip was uneventful up to Huddleston, where they headed in for two trains. After the latter had cleared, Grandle's crew started again. Their train consisted of 1581, 1733 and 178 loads, or 19,272 tons.

"We had the train rolling at about 8 m.p.h.," he writes, "when 1581 shut down again. All this while the 1733 was pulling like a charm, slipping a little, catching, pulling, slipping, and pulling some more. Inspection showed that 1581 was again out of water. Contact with the dispatcher yielded an idea—there was a water hose at Altavista. If we could make that, we'd restart the SD-40. The line between Huddleston and Altavista is either level or on a slight downgrade, so the 1733 had no trouble making it. We were up to 32 m.p.h. at one point. Filling up 1581 and restarting took a little time, and we left Altavista at 2:30 a.m.

"It was about time for hotshot 78 at Abilene connection, but instead of putting us in the hole as usual, we were allowed to run into Crewe, as 78 was in the vicinity of Appomattox. We arrived in Crewe and cut off at 6:45 a.m. On inspection, out of curiosity, Bob Jones found that 1581 was dry again. Crew on this run was: C.F. Black, conductor; R.C. Ford, rear brakeman, Bob Jones, engineer, and G. myself."

PHOTOS of the MRS-1's moving from Mechanicsburg Army depot in Pennsylvania to Alaska were sent in by Fred Wertz, 28 DeWalt Dr., Mechanicsburg, Pa. 17055, and Ben G. Heisel, 306 Lewis St., Harrisburg, Pa. 17110. They do prove that the

Louisville & Nashville 2207, ex-C&EI 120, sitting in snow at Hopkinsville, Ky., in 1971.

Jerry Mart, 2819 Lindsey Drive, Sopkinsville, Ky. 42240

locos were used in transit, starting their journey on the Reading out of Rutherford Yard. Fred's shot shows 2073 and 2075 with Navy No. 5 running behind Reading GP-35 No. 3653 through Camp Hill, Pa., enroute to Hagerstown, Md. Fred also saw U.S. Navy 2108 operating eastbound into Rutherford Yard on 7/14.

Ben's shot is of 2077 on the ready track at Rutherford. He says there is an EMD-built MRS-1 (both EMD and Alco build them in 1952-'53) in Mechanicsburg depot. For the record, Alco built 83 of them, 2041-2123, and EMD built 13 in the 1800 series.

Basic spotting differences: EMD roofline from cab forward is sharply sloped, even triangular; cab comes up higher than short hood. Alco roofline is slightly rounded and cab is flush with top, giving loco a lower look. EMD has radiator grill; Alco has the familiar air-operated shutters. EMD has split belly fuel tanks; Alco has large rectangular tank. Also, EMD is rated at 1600 hp, Alco at 1000. EMD short hood looks so much like Baldwin that unit resembles a rebuilt Baldwin. Both are ¾ cab road switchers on C-C trucks.

Ben's report on the Reading in his area finds that all C-630's are not shut down as reported, as he saw 5308 on a PC transfer in the Harrisburg area in June. All yard work in the Harrisburg area is handled by GP-38-2's in the 78-7900 series. 7919 hit a broken rail on July 5th. SW-1's 8513-8314 do switching work on industrial sidings in the area, while common power on the across-the-river PC transfers are SD-40's and SD-45's. Amtrak is assigning one SDP-40F and one E-8A on passenger runs in and out of Harrisburg.

On Penn Central, GP-30 2200 and GP-9B (cabless) 3826, after being wrecked in Morrisville, were repaired in Enola. Also, the last Lima 1200-hp road-switcher #8398 was seen was dead in a westbound freight out of Enola. She and a sister, ex-NYC 6210 and 6211, were re-engined with EMD 567's at Collinwood just after the PC merger. They were among the only examples of the Lima 1200-hp road-switcher configuration, totaling 16 engines. Ben wonders why these EMD units are stored in Enola: GP-35's 2295, 2331, 2351, SW-1 8512, and SD-35 6005. I would guess they all need prohibitive repairs.

THE FAMILIAR EMD 1000-hp NW-2 switcher remains as EMD's most prolific switcher, with 1144 units sold. The only other goat which boasts higher sales figures is the Alco S-2, also 1000 hp, built over the same period. The NW-2 was produced from Feb. 1939 to Dec., 1949, and with a wartime suspension between 1942 and '45. Before World War II, the 567 prime mover operated; but after May, 1943, the improved 567A was used. Both engines have the same stats: 800 rpm, Roots Blower aspiration, and 16:1 compression ratio. The 12-cylinder version used in the NW-2 was rated at 1000 hp; but with heavier generator, traction motors, and a better cooling system she could have been a 1200-hp loco. Many roads have upgraded their units to 1200 hp with improvements.

The NW-2 was in direct competition with the Alco S-2, both at 1000 hp, but with Alco enjoying the advantage of being an old-line steam builder, thus considered "knowledgeable" in the field. The field was open, and Alco made the most of it, as can be borne out by the scads of S-2's sold, reportedly over 1500.

However, Alco ran into bad days. In 1960, partner General Electric was competition. Alco used GE's traction motor, and those "go anywhere" Blunt trucks were replaced with the more rigid AAR style. EMD continued to sell the NW-2 on its own merits, which were considerable. Most of them are still operating for their original buyers today, while the Alco S-2's are a prime item in the resale market.

The first NW-2 was produced in March, 1939, two months after SW-1 production started. She was really just a lengthened SW-1, the length being made necessary by the double-sized prime mover (12 cylinders). She had the half-high radiator grill, but two centered stacks, with a roof-mounted bell ahead of the first stack. These stacks, when delivered, were the short, stubby ones EMD had used on all previous power. The railroads soon lengthened them to keep exhaust out of the cab.

The cabs were the same as the SW-1, high, rounded, and set at the extreme rear of the unit. The hood on the early NW-2's

SHORT LINE ROSTERS

Compiled by Sy Reich

Carbon County Railway

Railroad Numbers	HP	Builder	Wheel Arrngt.	Tractive Effort	Weight	Date Built	Notes
262-1, 262-2	1000	Baldwin	VO 1000	B-B	?	?	1943	1
1201-1202	1200	GM-EMD	SW9	B-B	74,500	248,000	1953	2

Effective date: December 9, 1974. Sources of information: CC, U.S. Steel. Units on present roster: 1201-1202.
(1) 262-1 and 262-2 sold to U.S. Steel, and renumbered 36-37 (1st); then scrapped (1974).
(2) 1201-1202 were originally Duluth, Missabe & Iron Range 11, 14; then GM-EMD 11, 14 (5/58); then CC 1201-1202 (5/58).

Carolina & Northwestern Railway
(Norfolk Southern Railway merged into the C&NW and the C&NW renamed NS)

1-4	1500	Alco-GE	RS-2	B-B	56,500	226,000	1948	1
5-8	1600	Alco-GE	RS-3	B-B	59,250	236,000	1950	2
9	1600	Alco-GE	RS-3	B-B	61,750	247,000	1951	3
10	1600	Alco-GE	RS-3	B-B	61,000	244,000	1953	4
11	1800	Alco Pr.	RS-11	B-B	60,750	243,000	1956	5
1045,1049-1050	1000	GM-EMD	NW2	B-B	11,000	243,990	1947	6
1057,1063	1000	GM-EMD	NW2	B-B	60,790	243,170	1948	6
2253,2257-2258	1000	GM-EMD	NW2	B-B	61,000	243,990	1947	6
2266,2272	1000	GM-EMD	NW2	B-B	60,790	243,170	1948	6
2338-2339	1500	GM-EMD	SW1500	B-B	63,100	252,400	1970	7
2743-2744	2000	GM-EMD	GP38	B-B	60,800	243,200	1969	7
4394	1500	GM-EMD	F7B	B-B	60,490	241,950	1949	8
4395	1500	GM-EMD	F7B	B-B	60,830	243,340	1949	8

Effective date: December 16, 1974. Sources of information: SOU, C&NWT. Units on present roster: none.
(1) 1-4 were scrapped.
(2) 5-6 were originally Danville & Western 1-2 (2nd); then D&W 5-6; then C&NW 5-6. 7-8 were originally Blue Ridge 7-8; then C&NW 7-8. These units no longer on the roster.
(3) 9 was originally Yadkin 9, then C&NW 9. No longer on the roster.
(4) 10 is no longer on the roster.
(5) 11 sold to GE in trade for new power, then sold to Chicago & North Western Transportation Co., and renumbered 4251 (12/73).
(6) 1045, 1049-1050, 1057, 1063 were originally Southern 2253, 2257-2258, 2266, 2272; then C&NW 2253, 2257-2258, 2266, 2272; then C&NW 1045, 1049-1050, 1057, 1063; then NS 1045, 1049-1050, 1057, 1063.
(7) 2338-2339, 2743-2744 became NS 2338-2339, 2743-2744.
(8) 4394-4395 no longer on the roster.

The Carolina Southern Railway (abandoned February, 1962)

201	600	GE	70-ton	B-B	41,700	139,000	1951	1

Effective date: May, 1975. Source of information: Bethlehem Steel. Units on present roster: none.
(1) 201 sold to George R. Silcott, then to Bethlehem Chile Iron Mines, renumbered 4 (1961).

Carolina Western Railroad (abandoned)

?	?	Plymouth	JLL Type 3	B	9,000	36,000	1936	1
7443	390	Davenport	45-ton	B-B	22,500	90,000	1942	2

Effective date: May, 1975. Units on present roster: none.
(1) ? was originally purchased by the U.S. Treasury Dept. for Philadelphia Municipal Airport, then sold to Russellville Lumber, then to the CW.
(2) 7443 was originally bought by U.S. Army Quartermasters Corps, then sold to U.S. Army, and renumbered 7443; then to CW, renumbered 7443 (5/47).

Cartier Railway (Companies de Chemin de Fer Cartier)

1-9	1750	GMD	GP9	B-B	60,000	260,000	1960	1
30-32	3000	Alco Pr.	DL-630	C-C	103,000	350,000	1966	2
51-59	1750	GMD	GP9	B-B	60,000	260,000	1960	1
61-68	1800	MLW	RS-18	B-B	64,900	258,630	1959-60	3
71-73	3600	MLW	DL-636	C-C	104,000	372,000	1972	4
74-76	3600	MLW	DL-636	C-C	104,000	372,000	1973	4
77-79	3600	Alco Pr.	DL-636	C-C	108,000	388,400	1968	5
91-96	2400	Alco Pr.	RSD-15	C-C	96,530	386,100	1959	6
101-108	1800	MLW	RS-18	B-B	64,900	258,630	1949-60	3

Effective date: Dec. 19, 1974. Sources of information: Cartier Ry., UP, B&LE, DM&IR. Units on present roster: 30-32, 51, 53-57, 59, 62-68, 71, 73-79, 91-96.
(1) 1-9 renumbered 51-59. These are Quebec Cartier Mining (La Compagnie Miniere Quebec Cartier) locomotive Nos. 3751-3759. 52, 58 were scrapped.
(2) 30-32 were originally Union Pacific 2905, 2906, 2908; then Duluth, Missabe & Iron Range 905-906, 908; then Cartier 30-32. These are QCM 3730-3732.

Canton & Carthage Railroad (abandoned Feb. 1960)

812	350	GE	44-ton	B-B	21,955	87,830	1942	1

Effective date: May, 1975. Sources of information: mP, PNC. Units on present roster: none.
(1) 812 was originally Missouri Pacific 812 (1st), then Pan American Engineering 812 (4/58), then C&C 812, then sold to Whisler Equipment (3/60), then to John J. Craig, renumbered 100 (2/62); then to Precision Engineering (4/65); scrapped.

Canton Railroad

20	600	GM-EMC	SC	B-B	49,900	199,600	1936	1
21	600	GM-EMD	SW1	B-B	49,435	197,740	1941	7
22-23	600	GM-EMD	SW1	B-B	48,940	194,760	1942	2
24-25	600	GM-EMD	SW1	B-B	49,500	198,000	1949	8
26	600	GM-EMC	SW1	B-B	49,850	199,400	1939	3
30-31	1000	Baldwin	VO 1000	B-B	?	?	1944	4
40	800	GM-EMD	SW8	B-B	60,245	243,980	1952	5
41	800	GM-EMD	SW8	B-B	61,245	244,980	1953	6
42-43	800	GM-EMD	SW8	B-B	61,845	247,380	1954	10
44	900	GM-EMD	SW900	B-B	61,530	246,120	1956	
45	900	GM-EMD	SW900	B-B	62,315	249,260	1956	
46-48	900	GM-EMD	SW900	B-B	62,000	248,000	1956	
50-51	1200	GM-EMD	SW9	B-B	60,760	243,320	1952	9

Effective date: December 17, 1974. Sources of information: Canton RR., Industrial Maintenance Service, Birmingham Rail & Locomotive, Republic Steel, Wheeling Pittsburgh Steel, William J. McCormack Sand Division of Penn Industries, P&BR, USS Agri-Chemicals Division of U.S. Steel, Wheeling Steel, George R. Silcott. Units on present roster: 43-48, 50-51.
(1) 20 was sold to BR&L (5/63), then to Republic Steel, renumbered 902 (5/63), then scrapped.
(2) 22 was sold to George R. Silcott, then to RS, which gave it no number. 23 was sold to BR&L and George R. Silcott (7/64), then to RS, renumbered 903.
(3) 26 was originally Richmond, Fredericksburg & Potomac 50, then Canton 26 (5/56), then sold to William J. McCormack Sand Div., and renumbered 26.
(4) 30-31 sold to the Patapsco & Back Rivers, renumbered 331-332 (12/53).
(5) 40 sold to Wheeling Steel, and renumbered 1153 (5/63); then inherited by Wheeling Pittsburgh Steel, and renumbered 1153.
(6) 41 sold to WS, renumbered 1154 (10/63); then inherited by WPS, and renumbered 1154.
(7) 21 sold to BR&L, then to U.S. Plywood-Champion Papers, renumbered 21 (7/70), then to Railway Supply Co., then to USS Agri-Chemicals Division and renumbered 036.
(8) 24-25 sold to Industrial Maintenance Service, and renumbered 24-25. IMS 24 sold to St. Louis Grain. IMS 25 sold to the Elgin, Joliet & Eastern, renumbered 249 (11/72).
(9) 50-51 were originally Appalachacola Northern 707-708, then George R. Silcott 707-708, then Canton 50-51 (10/70, 2/71).

Cedar Rapids & Iowa City Railway

90	800	GM-EMD	SW8	B-B	62,000	?	1953	1
91-93	800	GM-EMD	SW8	B-B	57,500	230,000	1953	
94	900	GM-EMD	SW900	B-B	57,500	230,000	1958	
95	1200	GM-EMD	SW9	B-B	61,700	247,200	1951	2

Effective date: May, 1975. Sources of information: CRANDIC, P&LE. Units on present roster: 90-95.
(1) 90 was originally Unity 53 (CRANDIC claims 50), then CRANDIC 90 (11/65).
(2) 95 was originally Pittsburgh & Lake Erie 8933, then Bangor & Aroostook 35, then CRANDIC 95.
(3) 101-108 were renumbered 61-68. These are QCM 3761-3768. 61 scrapped.
(4) 71-76 are QCM 3771-3776. 72 scrapped.
(5) 77-79 were originally Alco Products demonstrators 636-3, 636-2, 636-1; then Morrison-Knudsen 5403-5401; then Les Constructions Ferroviaires N-K du Quebec (a joint venture of Northern Construction Co. Div. of Morrison-Knudsen and Peter Kiewit Sons Co. of Canada) 5403-5401; then Cartier 77-79. These are QCM 3777-3779.
(6) 91-96 were originally DMAIR 50-51, 54-55, 52-53; then Bessemer & Lake Erie 881 (1st), 882, 885-886, 883-884 (1/64); then Cartier 91-96. These are QCM 3791-3796.

Central California Traction

25	380	GE	44-ton	B-B	26,500	88,000	1946	1
26	380	GE	44-ton	B-B	26,500	88,000	1946	2
30	600	GE	70-ton	B-B	41,300	140,000	1947	3
31-32	600	GE	70-ton	B-B	41,300	140,000	1947	4
40-41	660	Alco-GE	S1	B-B	59,400	198,000	1942	5
42	660	Alco-GE	S1	B-B	59,400	198,000	1942	6
50 (1st)	1000	Alco-GE	S2	B-B	57,600	230,400	1949	7
50 (2nd)	1000	Alco-GE	S4	B-B	57,500	231,000	1951	8

Effective date: Jan. 29, 1975. Sources of information: CCT, ST&E, Associated Metals, AT&SF, WP, Bay Area Electric R.R. Assn., NPT. Units on present roster: 40-42, 50 (2nd).
(1) 25 sold to the Stockton Terminal & Eastern, renumbered 25 (4/71).
(2) 26 sold to Associated Metals Co., renumbered 26 (4/66), then scrapped.
(3) 30 sold to James C. Bruggere, Kenneth Anderson, and Henry C. Markwart for use by BAERA as CCT 30.
(4) 31-32 sold to Associated Metals and scrapped.
(5) 40-41 were originally Alameda Belt Line D1-D2; then CCT 40-41 (1963). They are being cannialized.
(6) 42 was originally Northern Pacific Terminal 34, then CCT 42 (7/65).
(7) 50 (1st) was originally Atchison, Topeka & Santa Fe 2369, then CCT 50 (1st), then sold to Schnitzer Steel for scrap.
(8) 50 (2nd) was originally Western Pacific 563, then CCT 50 (2nd).

Central Indiana Railway

1	600	GM-EMD	SW1	B-B	49,500	198,000	1949	1

Effective date: May, 1975. Sources of information: CI, Northern Indiana Public Service, George R. Silcott, Naporano Iron & Metal. Units on present roster: none.
(1) sold to NI&M, renumbered 1, then sold to George R. Silcott, renumbered 1; then sold to Northern Indiana Public Service, renumbered MF40-72.

Central Iowa Transportation Cooperative (Central Iowa Ry.)

J33:3	600	GM-EMC	SW1	B-B	50,000	200,000	1939	1

Effective date: May, 1975. Sources of information: CB&Q, BN. Units on present roster: J33:3.
(1) J33:3 was originally Chicago, Burlington & Quincy 9136, then Burlington Northern 78, then CITC J33:3.

Central New York Railroad

101	1600	Alco-GE	RS-3	B-B	60,000	248,100	1952	1

Effective date: April 25, 1974. Sources of information: CNY. Units on present roster: 101.
(1) 101 was originally Delaware & Hudson 4088, then Naporano Iron & Metal 4088, then CNY 101.

Charles City Western Railway (Merged into Iowa Terminal Railroad)

200 (1st)	150	GE	23-ton	B	11,500	46,000	1941	1
200 (2nd)	150	GE	23-ton	B	11,500	46,000	1941	2
201	300	GE	43-ton	B-B	21,500	86,000	1939	3

Effective date: May, 1975. Sources of information: George R. Silcott. Units on present roster: none.
(1) 200 (1st) sold to Ravenna Ordnance Works, renumbered 231, then to the U.S. Army, renumbered 7758; then to the U.S. Air Force, renumbered 7758; then to Atlas Terminal.
(2) 200 (2nd) renumbered Iowa Terminal 20.
(3) 201 was originally Port Everglades Belt 300, then CCW 201 (1945), then Iowa Terminal 45 (1966), then George R. Silcott and Whisler Equipment 45, then Mound City Terminal 1 (1969).

met the cab in the same two-stage taper as was found on the SW-1. The hood sides were clean and devoid of louvres. Headlights were huge, single-lens affairs, flush with the hood roof at the front. The deckplate had squared corners and the protruding false pieces at the corners to disguise the welded frame from a cast frame (no NW-2's had a cast frame). This early Phase I NW-2 was produced from 3/39 to 3/43.

The NW-2 Phase II was produced from 7/45 to 10/46, with the new 567A prime mover. EMD brought out the conical exhaust stacks, a great improvement over the original stubs. Also, the deckplate corners got "bobbed" or rounded. As many roads retro-fitted their old NW-2's with conical stacks, the second check for a Phase II is the bobbed deckplate. Sides remained louverless.

Phase III was produced from 10/46 to 10/47, and was characterized by an unbroken set of six louvre rows on the sides, with 20-slit openings. Evidently previous models had problems with air supply.

Phase IV, from 10/47 to 1/49, was changed to accommodate railroad paint shops. The first of these, Jacksonville Terminal No. 30, presented problems. The JT wanted to paint a wide band with lettering and alligator logo right across that big bank of louvres, so EMD simply left a 12" flat space in the louvre sets, creating a "4-13" arrangement or "letterboard gap." All Phase IV units, like all subsequent NW-2's, carried this gap.

Phase V, from 2/49-12/49, reflects the Cleveland plant production, where all switchers were built from 1949 to 1953. The hood meets the cab in a single slope, no more "flat spot" in front of the windshield. The frame corner "falsies" are missing. Phase V production at Cleveland closed out the NW-2, which was upgraded to a new model, SW-7, in 10/49.

The NW-2 was used as the basic model for the EMD transfer series, commonly knows as "cow-calf" units. In this configuration, a standard unit is coupled to a cabless booster and controlled through the cab of the "cow." The "calf" has a set of gages mounted within easy sight of the engineer in the cow; otherwise the end of the unit is a simple square block where there should be a cab. The cow usually has its secondary set of "knee-high" rear cab windows removed, as they are useless.

The first of these was model TR, a prewar version with the 567 engine. Three sets were built for Illinois Central. Later, after the War, 36 sets were built for 567A engines and called Model TR2. For C&O, a "cow-calf-calf" or three-unit "herd" was built. The two sets were classed TR3. Chesapeake & Ohio used them in hump service. Most cow-calves were used in heavy transfer, hump, or switching service. Chicago is usually considered their home base, as most of those built operated in that area.

Some sets have been broken up, the calves being made into cows ("beefed up,"

so to speak) by the addition of cabs. Conversely, the Union RR. of Pittsburgh blanked cabs in some regular units and made calves of them. An NW-2 which has been a cow-calf but is now operating alone will have no lower set of rear cab windows.

The cow-calf idea has given way in today's railroading to the use of slugs, or ballasted bodies with no prime movers, whose traction motors get juice from the master. These are normally fabricated from old units in company shops, but GE markets a slug called the "Mate," set up for use on the road, as a means of getting more tractive effort from one power source.

The NW-2 exemplifies the EMD switcher. All models since then owe their general design to the NW-2 and its predecessors. Changes in prime-mover size and requirements are the only cause of change in body styles on subsequent EMD switchers.

THE LOCOMOTIVE ENGINEER reports that a battle against cracks in loco pilots has begun. The Brotherhood of Locomotive Engineers has urged the FRA to take a close look at the pilots of certain EMD Geeps built before 1970. Many cracks and broken repair welds have been brought to the attention of the BLE by its members. The fear is that a pilot could be cracked off and fall under the wheels at speed, or be shoved under the locomotive on contact at grade crossings.

The Locomotive Engineer featured a photo story on GE's new line of switchers, calling them industrial engines, which is true, but also large enough for small short lines and some railroad uses. These engines can be shut down and restarted easily, burn 70 percent less fuel when idling than do railroad-style switchers. The GE switcher is a center-cab along the lines of the 44-tonner, but longer and more massive.

Also, a note mentioned the dedication of ICG's new "American Eagle," No. 2, and the fact that her cab carries a plate in memory of Thomas F. Dickerson, the engineer who died in the first "American Eagle."

Furthermore, a "cornfield meet" on the Frisco at Mustang, Okla., was investigated. Erroneous information gained from radio transmissions was found to be a factor. A yardmaster had overheard a conversation from the radio of the eastbound train and reported to the engineer on the westbound that this train was at Chickasha, 27 miles west of Mustang. The westbound ran full in the face of the east, which in reality was much closer.

Although the eastbound crew saw the westbound approaching and stopped their train, their radio warning to the crew came in garbled and went unheeded, the westbound slamming into them at almost full speed, 40 mph. The BLE wants FRA regulation of radio use to provide safeguards as intended in operating rules.

Send diesel news to me at 821 Clearfield Lane, Cincinnati Ohio 45240. •

Central Vermont Railway

GR-12c	1500,1502	1200	GM-EMD	SW1200	B-B	36,000	248,380	1955	1,2
GR-12j	1509-1510	1200	GM-EMD	SW1200	B-B	40,000	247,000	1957	2,8
GR-12za	1511	1200	GM-EMD	SW1200	B-B	40,000	247,000	1960	2,9
MRG-16c	1859-1860	1600	Alco	RS-3	B-B	46,000	249,270	1954	2,4
MR-18a	3609-3614	1800	Alco Pr.	RS-11	B-B	53,000	226,790	1956	2,3
MRG-16c	3900-3901	1600	Alco	RS-3	B-B	46,000	249,270	1954	2,4
GR-17j	4547-4557	1750	GM-EMD	GP9	B-B	44,000	244,940	1957	2,5
GRG-17k	4923-4927	1750	GM-EMD	GP9	B-B	44,000	251,540	1957	2
GRG-17s	4928-4929	1750	GM-EMD	GP9	B-B	44,000	251,080	1957	2,10
MS-10a	7917-7919	1000	Alco-GE	S2	B-B	34,000	230,000	1941	2,6
MS-10b	8015	1000	Alco-GE	S4	B-B	34,000	229,700	1951	2,7
MS-10d	8027	1000	Alco-GE	S4	B-B	34,000	229,700	1953	2,11
MS-10j	8080-8081	1000	Alco	S4	B-B	34,000	232,190	1955	2
MS-10a	8093-8095	1000	Alco-GE	S2	B-B	34,000	230,000	1941	2,6
MS-10b	8162	1000	Alco-GE	s4	B-B	34,000	229,700	1951	2,7

Effective date: Dec. 13, 1974. Sources of information: CV, GTW, DW&P, CN. Units on present roster: 1509-1511, 4547-4551, 4923-4928, 8080-8081.

(1) 1500, 1502 were originally Grand Trunk Western 1505, 1507; then GTW 1200, 1202 (1956); then GTW 1500, 1502 (1957); then CV 1500, 1502 (1963); then GTW 1500, 1502 (1968).

(2) All CV locomotives are leased from Canadian National, except 8093-8095, leased from the GTW.

(3) 3609-3614 were originally Duluth, Winnipeg & Pacific 3609-3614; then CV 3609-3614 (1967); then DW&P 3609-3614 (1968).

(4) 3900-3901 were originally CV 1859-1860; then CV 3900-3901 (4/57); then CN 3900-3901 (1/58). CN 3900-3901 were retired (11/73, 8/68).

(5) 4552-4557 transferred to the GTW, renumbered GTW 4552-4557 (1965).

(6) 8093 was originally GTW 7917, then CV 7917 (10/48), then CV8093 (4/57), then GTW 8093 (1967). 8094-8095 were originally CV 7918-7919; then CV 8094-8095 (4/57). CV 8094-8095 were transferred to the GTW, renumbered GTW 8094-8095 (1967, 1968). GTW 8094 was scrapped.

(7) 8162 was originally CV 8015, then CV 8162 (4/57), then GTW 8162.

(8) 1509-1510 were originally GTW 1269-1270; then GTW 1509-1510; then CV 1509-1510.

(9) 1511 was originally GTW 1511, then CV 1511.

(10) 4929 wrecked and scrapped (4/73).

(11) 8027 transferred to GTW, renumbered GTW 8027.

Charleston & Western Carolina Railway
(Merged into Atlantic Coast Line on Dec. 31, 1959)

200-201	1500	GM-EMD	GP7	B-B	60,100	247,500	1950	1
202-210	1500	GM-EMD	GP7	B-B	58,200	236,200	1950	1
211-220	1500	GM-EMD	GP7	B-B	59,500	244,600	1951	1
800-801	1200	GM-EMD	SW7	B-B	60,908	246,960	1950	2
802-803	1200	GM-EMD	SW9	B-B	60,700	246,200	1952	2
900-905	1500	GM-EMD	F7A	B-B	56,100	224,300	1950	3

Effective date: Dec 18, 1974. Sources of information: SCL. Units on present roster: none.

(1) 200-220 renumbered Atlantic Coast Line 254-274, then Seaboard Coast Line 845-874.

(2) 800-803 renumbered ACL 717-720, then SCL 199-202.

(3) 900-905 renumbered ACL 424A-429A, then retired (1971).

Chattahoochee Industrial Railroad

38,97	1000	Alco-GE	RS-1	B-B	72,400	240,000	1947	1
115	1000	Alco-GE	RS-1	B-B	72,400	240,000	1945	2
116	1000	Alco-GE	RS-1	B-B	72,400	240,000	1950	3
117	1000	Alco-GE	RS-1	B-B	72,400	240,000	1945	2
118	1000	Alco-GE	RS-1	B-B	72,400	240,000	1945	4

Effective date: Dec. 1974. Sources of information: CI, Marfax Steel, C&EI, CRI&P, PNC. Units on present roster: 38, 97, 115, 117-118.

(1) 38, 97 were originally Washington Terminal 54, 52; then Great Southern Land & Paper 54, 52; then CI 38, 97 (8/63, 9/63).

(2) 115, 117 were originally Chicago & Eastern Illinois 115, 117; then Marfax Steel 115, 117 (12/64); then CI 115, 117 (1/65).

(3) 116 was originally Chicago & Western Indiana 261, then Precision National 261, then CI 116 (9/69), then scrapped (7/73).

(4) 118 was originally Atlanta & Saint Andrews Bay 911, then CI 118 (6/73).

Chattahoochee Valley Railway

85	900	Alco	HH 900	B-B	69,000	224,000	1937	1
100	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
101	1500	GM-EMD	SW1500	B-B	74,500	248,000	1966	
743	1000	Alco-GE	RS-1	B-B	72,000	240,000	1943	2

Effective date: December 19, 1974. Source of information: CV. Units on present roster: 100-101.

(1) 85 was originally Birmingham Southern 85, then CV 85 (3/61), then sold to GM-EMD in trade for 101 (1966).

(2) 743 was originally Chicago, Rock Island & Pacific 743; then Hyman-Michaels 743, then Birmingham Rail & Locomotive 743, then CV 743 (1968), then BS 743 (8/73), then BS 243, then Railway Supply Co. 243 (1/74), then South Hopkins Coal Co. ? (2/74).

Chattanooga Traction
(Merged into Cincinnati, New Orleans & Texas Pacific Ry.)

1-2	380	GE	44-ton	B-B	22,000	88,000	1941	1
3	380	GE	44-ton	B-B	22,000	88,000	1944	2
4	600	GM-EMD	SW1	B-B	48,750	195,000	1947	3
5	1200	GM-EMD	SW9	B-B	61,250	245,000	1950	4

Effective date: May, 1975. Sources of information: SOU, Lenoir Car Works, St. Regis Paper Co., Birmingham Rail & Locomotive, Ware Shoals Railroad. Units on present roster: none.

(1) 1 was sold to Lenoir Car Works, renumbered 1, then sold to BR&L, renumbered 1 (1958); then sold to J. Neils Lumber Co., and renumbered 8 (9/58); then sold to St. Regis Paper Co., and renumbered 94 (1964). 2 was renumbered Southern 1954.

(2) 3 renumbered 1955, then sold to Ware Shoals Railroad, and renumbered 1955.

(3) 4 renumbered Cincinnati, New Orleans & Texas Pacific 4, then CNO&TP 1002.

(4) 5 renumbered CNO&TP 5, then CNO&TP 1133.

Chesapeake Western Railway

10-11	1000	Alco Pr.	T6	B-B	60,000	240,000	1959	1
661-663	660	BW	DS 4-4-660	B-B	50,400	200,000	1946	2

11.

(1) 10-11 were originally Norfolk & Western 40-41; then CW 10-11 (7/63, 10/64).

(2) 661-663 were sold to VSI&M. VSI&M 661 scrapped.

Chestnut Ridge Railway

10	1000	Alco-GE	S2	B-B	69,000	230,000	1946
11	1000	Alco-GE	S2	B-B	69,000	230,000	1946

Effective date: July 9, 1969. Source of information: CR. Units on present roster: 10-11.

Cheswick & Harmar Railroad

5	530	BW	—	B-B	39,000	130,000	1933	
7	420	GE	60-ton	B-B	30,000	120,000	1942	1

Effective date: July 10, 1969. Source of information: C&H. Units on present roster: 5, 7.

(1) 7 was originally Quarter Master's Corps, U.S. Army 6002; then USA 7503, then Duquesne Light Co. 7503, then C&H 7.

Culver Line elevated train running in May, 1975. Line will soon be abandoned, depriving more people of efficient rail service.

Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028

William T. Morgan, P.O. Box 5523, Oxnard, Calif. 93030

Streetcar crosses Plaza de Calvo Sotelo in village of Soller headed for Puerto de Soller, on Mallorca, in Balearic Islands, Dec. '74.

STEVE MAGUIRE'S

TRANSIT TOPICS

Lehigh Valley Transit Co. fast freight trolley cars at 69th St. Terminal, Philadelphia, Pa.

Photograph by William Moedinger

PROBLEMS of "Light Rail Transit," formerly known as high-speed trolleys, were faced at a three-day national conference, which your editor attended, set up by the U.S. Department of Transportation in Philadelphia on June 23-25th. The purpose of this get-together was to broaden the understanding of mass transit by rail and particularly to probe its efficiency, its use of energy, and its low pollution.

To help achieve these ends, special meetings and field trips were held, the idea being to compare local rail travel with other forms of moving people en masse. We also viewed slides showing light rail operations in some European cities and movies of the new Boeing-built LRT cars running in Boston.

As one of his last official acts before leaving Federal service to head the Bay Area Rapid Transit system in California Frank C. Herringer, UMTA administrator, told the conference: "In these days of spiraling construction costs and growing energy and environmental constraints, light-rail transit should be a strong contender for the attention of many cities interested in improving their transportation service. Too often, cities have been hampered in the design of transportation solutions by a lack of appropriate alternatives."

We took field trips on the SEPTA rail lines to Media and Norristown, Pa., and on the Lindenwold high-speed line of PATCO. The final event was a visit to the Boeing plant at Ridley Park, Pa., south of Philadelphia, where we saw LRV cars in all phases of construction and rode one of them on the test track.

About 400 persons had been expected to attend the conference. Those in charge were amazed when 600 registered for it. This necessitated a change of location from a smaller room to the Grand Ballroom of the Bellevue Stratford Hotel. William Ronan of the Port Authority of New York and New Jersey summed up the conference as follows: "We are witnessing the second coming of the trolley car."

The Urban Mass Transportation Administration has awarded a $130,000 contract to De Leuw, Cather & Co. of Washington, D.C., for a study of Light Rail Transit and its potential for American cities. The first part of this 13-month study should be completed by December 1975. The feature that distinguishes LRT most strongly from other modes of public transportation is the flexibility with which it can be adapted to a variety of urban conditions. In the dense central portion of a city and in suburban centers LRT can be operated in underground subways. In outlying areas the guideway can be placed at the surface on a private right-of-way in roadway medians or in reserved lanes.

At heavily travelled intersections, grade separation can be achieved through underpasses or viaducts. Because much of the track is at street level, expensive tunneling and overhead structures can be minimized, thus resulting in substantial cost savings and minimum disruption of residential neighborhoods.

REVERSING itself on July 28th, the U.S. Railway Assn. dropped a recommendation that would have cut off all direct rail service into downtown Pittsburgh. Instead, the Federal agency has asked Congress to maintain the city's rail service over the Fort Wayne Bridge from the North Side to the downtown terminal.

Pittsburgh's old Smithfield Street bridge, sole means of egress and entry of Port Authority's remaining rail lines into the downtown area, is undergoing a massive repair job this fall, reports Jim Cerny of that city. Even though at the same time the Liberty tubes, main auto route between the South Hills and downtown city, were also being repaired, emergency work had to be done on the Smithfield bridge without delay, at a cost of $1.2 million.

The bridge dates to the 1880s. It was last closed for repairs in the summer of 1967, when an aluminum deck was installed to ease the weight load. However, it deteriorated to a maze of patchwork, the surface eroded, and no more than four trolleys could run on the span simultaneously.

CHICAGO TRANSIT AUTHORITY has set up a program for the handicapped, the first part of which is preparing a Braille guide for blind CTA riders. This guide, first of its kind that we know of, will give information not only on CTS rail and bus routes but also on connecting points with commuter railroads. The community relations coordinator of the new program is Steven P. Hasalis, age 23, a Chicagoan who is blind.

CONSTRUCTION of a four-lane tunnel 1.7 miles long in Philadelphia linking Penn Central's 16th Street suburban station and the Reading Terminal at 12th and Market streets is under way, reports Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028. The U.S. Department of Transportation will pay $180 million of the total cost of $274 million. The tunnel is due for completion late in 1978. Besides linking the center-city stations, it will run north from Reading Terminal to join with the existing elevated Reading tracks between 8th and 9th streets. A new underground depot will be built under the old Reading Terminal.

QUESTION. Are records of the builders of trolley cars that used to run in San Juan, Porto Rico, still available? These include Brill, Perley A. Thomas, American, Bradley, and Stephenson. The query comes from David Deyo, P.O. Box 75, Hallstead, Pa. 18822, who is compiling an equipment roster of the San Juan Light & Transit Co. (later Porto Rico Ry., Light & Power Co.) He says that early in World War II the company bought some second-hand equipment from the U.S. mainland.

Four Birney cars came from the New Castle (Pa.) Street Railway. Built by Bradley, identifying numbers are needed. Another Birney was converted to double trucks, numbered 1701 by the Third Avenue Railway in New York City, and shipped to Puerto Rico. 3 single-trucked cars came from TARS, numbered 1651-1653, but were lost enroute to the island when the U.S. merchant vessel carrying them was sunk in a wartime torpedo attack.

Wolfeboro Ry. in New Hampshire operates the only gasoline-driven railcar in the East. Built in 1889 for the Lancaster (Pa.) & Southern, it was rebuilt with present engine in 1913. Acquired by the line in 1972, it's used to provide passenger service daily over 12 miles on old B&M branch between Wolfeboro and Sanbornville. No. 10 is shown stopped so that crossing ahead can be flagged.

Photograph by Bruce Russell

HEARING on a master transit plan for the area of Denver, Colo., was held by the Regional Transportation District. Although the District had issued a 45-page brochure entitled "Public Transportation Alternatives," covering various types of transit, public hearings were required by the U.S. agencies to which requests for financing must be made. According to Hugo G. Budzien, 9759 Yukon Court, Broomfield, Colo. 80020, the RTD planning department seems to be pro-Skybus and considered other ideas only when it had to. Hugo was one of those who denounced the RTD planning program at the hearing.

"But," he adds cynically, "It is likely to be a $1.35 million, 73-mile, Skybus-style project using little 20-passenger cars on fixed guideways. Wow! Just wait until snow and ice hit the elevated guideways!"

LIBERTYLINERS were taken out of service last March, due to difficulty in the Hughes Park power station. The four-section articulated trains were known as Electroliners on the North Shore interurban road. Later, the Philadelphia Suburban Transportation Co. bought them for its Norristown-Upper Darby line. These details come from Foster Morrison, P.O. Box 2012, Rockville, Md. It seems that brass collars of SEPTA's Red Arrow Division thought of dropping the trains and hoped their decision would be kept secret so the public would quietly forget them. The Libertyliners are the Red Arrow Route's only air-conditioned cars and are unique in having a bar section, which is quite popular. (A Cleveland Press cartoon showed a commuter telling his

Railroad Station Historical Society members, during meeting in Philadelphia in June, find Reading action at Rydal (Pa.) depot.
Photograph by Bob Storks

wife, "I've quit my job because they dropped the bar car from my train.")

Fortunately, officials of SEPTA, who outrank those on the Red Arrow Division, reversed the decision and ordered the Liners back into service after the power-station repairs had been completed. Schedules call for two round trips each weekday afternoon by each train. Purchased in 1963 from the North Shore road that was abandoned in 1962, the trains have operated a total of 33 years. Only two of their design were ever built.

ILLINOIS CENTRAL GULF recently asked for bids for 36 additional Highliner double-decked m-u cars to replace the remaining 32 single-decked older cars still used on their commuter lines out of Chicago. Actually, the bids were sought by the Chicago South Suburban Mass Transit District, the agency now in charge of that area's commuter operations.

According to Steve Scalzo, the only manufacturer which showed any interest in the project was Pullman-Standard, the logical bidder. However, a letter from a Pullman official says: "At the present time, our engineering and manufacturing capabilities are fully absorbed. Thus we find ourselves, reluctantly, in a position of having to advise the District that we will not be able to bid."

Pullman is currently providing 745 rapid transit cars for the New York City Transit Authority at its Chicago plant and will soon begin work on an order for 235 intercity passenger cars for Amtrak at its Hammond plant.

General Electric has offered to build single-level electric commuter cars for use on the ICG. It would take from 44 to 48 single-level cars to reach the capacity of the 36 double-deck cars the line needs. The GE cars would be similar to the stainless-steel equipment now running on the Reading and Penn Central in the Philadelphia area under jurisdiction of the Southeastern Pennsylvania Transportation Authority. SEPTA recently ordered more of these cars at $758,090 each.

A SIMILAR situation—only temporary, we hope—is besetting the Port Authority Transit line in southern New Jersey, operated by the Delaware River Port Authority. Some 44 new cars may be needed; but, as in the ICG case, builders are in short supply. Since the high-speed line linking Philadelphia and Lindenwold opened in 1969 it has been operating 75 cars built by the Budd Co. of Philadelphia. But Budd is no longer a prime contractor of mass transit cars.

The Authority negotiated with General Electric, which said it would subcontract with Budd to build the car shells. But Budd said it would have to postpone work on the PATCO cars because of an Amtrack contract it received in January. GE was willing to build the shells itself, but Budd refused to provide shop drawings. GE estimated that building those 44 cars without the drawings would cost about $900,000 per car, three times their original cost!

WHEN was the first electric car? One version traces it back to July 26, 1848, when Moses Gerrish Farmer demonstrated a miniature electric car in Dover, N.H., and charged children a penny a ride. In 1851 Farmer devised an electric alarm system for Boston, Mass., said to have been the world's first.

A NEW color movie on the completed BART System (San Francisco Bay Area Rapid Transit) is available on loan for showing to government public works planning, transportation, engineering, and construction groups, etc. The 22-minute film portrays the system's design, construction, and operation. Also its major engineering features—vehicles, automatic train controls, electronic fare system, etc. Requests should specify date desired. Address Audio-Visual Dept., Bechtel Inc., 50 Beale St., San Francisco, Calif. 94105.

WHO knows the early history of California Western motor car M-200, which the Pacific Locomotive Assn. recently acquired for its museum at Castro Point, Calif.? Skagit Steel Co. built it in 1926 for the Longview, Portland & Northern. When were the rear baggage doors installed and when was the car sold to Trona Ry.? Did Skagit Steel built other such cars? Write D.E. Burla, PLA, 54 Hancock St., San Francisco, Calif.

Toronto Transit Commission railgrinder car RT7 and PCC railgrinding train RT14 at the Greenwold subway yard on very warm July 6, '74.
Edward Allen, 252 Roberts Ave., Yonkers, N.Y. 10703

WANTED by William R. Rapp, editor of Railroad Station Historical Society, 430 Ivy St., Crete, Neb. 68333, info for an article he will write on incline railways in North America. Bill knows of 25 which ran in the U.S. and Canada. He has much data on those located in Pittsburgh and Cincinnati, but needs details on all the others. Bill is one of our "Interesting Railfans."

Trolleys in Detroit

DETROIT is rolling out a new urban trolley system to revitalize a sagging downtown economy. Three 75-year-old cars were delivered recently in preparation for the start-up of a downtown trolley run along once-stylish Washington Boulevard.

City planner Alex Pollack says the last new urban trolley system in the U.S. was built at least 40 or 50 years ago. None has been constructed since then because of the cost. But times have changed.

"The trolley system is cheap compared to highways or other transportation systems," he states. "The whole system would cost less than six General Motors buses."

There hasn't been a trolley car in Detroit since 1960, but Pollack hopes to have the trolley system running next spring. The cost, including cars, a car barn, and installation of rails and overhead power lines, is estimated at $600,000. Each car has a 40-passenger capacity. The system is being financed by the state highway department, the city, and some local merchants. The city went to trolleys in an effort to attract people downtown. It's a step in revitalizing the area.

The cars were built in the late 1800s in St. Louis and have been restored. They are painted red and white and have oak and mahogany interiors. And, according to Pollack, there's "lots of brass." Although the cars were built in the U.S., they were purchased in Lisbon, Portugal, which was modernizing its transit system.

Auto Era Dwindling?

MOST AMERICANS may not be aware of it yet, but one long and free-wheeling chapter in American transportation history is coming to an end and another is beginning, Peter S. Nagan writes in the Buffalo (N.Y.) Evening News. The era that is closing could be called the heyday of the automobile—the golden decades in which the motor car was the way to go everywhere, even to the drug store.

The new phase will see much more emphasis on mass transit—moving people in and around urban centers by railroad, bus, subway, and even by such exotic "new" technology as electric trolleys.

The change has been building up for some years. But if any formal action can be said to mark the shift, it probably will go down in the books as the announcement of a legislative program governing highway financing made by President Ford in July.

In effect, the President has proposed a drastic cutback in the flow of Federal money into highway construction. He wants Congress to redistribute the proceeds of the 4-cents-a-gallon federal gasoline tax, all of which now goes into the Federal Highway Trust Fund for financing more road-building.

The Ford proposal is simply a recognition of certain basic changes that have been occurring in the economic sphere and in public priorities. The sharply increased cost of energy and this country's increasingly dangerous reliance on foreign sources have made fuel conservation imperative. Mass transit is far more efficient in energy use than the automobile.

To many officials—and apparently the President as well—it no longer makes sense to use public policy and public funds to encourage the wasteful energy practices implied in unrestricted road-building.

A recent cartoon shows slow bumper-to-bumper driving on two lanes of a rural highway stinking with gasoline. A woman says to her husband: "After a drive in the country, it'll be nice to get home where we can breathe."

News of Trolley Museums

TROLLEY museums are acquiring new power plants. The rectifier unit formerly used at the Magee Transportation Museum at Bloomsburg, Pa., is now on the Columbia Park & Southwestern Ry. at Olmsted Falls, Ohio. It replaces old rotary motors that were used originally on the Uncanoonuc Mountain incline line at Goffstown, N.H. After that line folded up the rectifier was sold to the Connecticut Electric Ry. museum operation at Warehouse Point, Conn., from which the CP&SW bought it. The newly-installed rectifier unit now enables the CP&SW to run three-car multiple-unit trains, something that no other museum line has yet been able to do.

BAY AREA Electric Railway, operating the trolley museum at Rio Vista, Calif., has leased the rectifier unit recently used on the Bay Area Rapid Transit line test track at Concord, Calif. The lease calls for a $50 a year payment, with option to buy the substation for $2,000. This new power unit allows BAER to run its ex-Key System articulated units with no restrictions.

EAST TROY Trolley Museum, operating five miles over the municipally-owned trolley freight line of East Troy, Wisc., is in trouble and its future seems bleak. Several readers report that as a result of an accident claim dating from an incident at a former location in Milwaukee, plus several crossing mishaps and a derailment that tied up the freight line for several days, the East Troy operations are suspended.

OPENING DAY for the new Buckingham Valley Trolley Assn. line along the New Hope & Ivyland Railroad tracks at Buckingham, Pa., was last June 7th, when former Philadelphia Suburban car 26 went into regular service for the public. E.L. Burbage, Box 143, Ocean View, Del. 19970, says that more than 1000 invited guests attended the opening. Your Transit Topics editor missed it because no one let us know in advance.

BVTA is the outgrowth of the Trolley Valhalla group that tried to build an operating museum in New Jersey over the past decade or more: first at Tansboro and then at Jobstown. Their newest location on the NH&I in Pennsylvania is more desirable. The new line is now 2700 feet long but will be extended for a distance of over two miles. Equipment formerly stored at Jobstown is being removed to the present site. An autumn open house will be held at the NH&I and BVTA lines on Oct. 18th and 19th, with many rides on trolleys and on the steam and diesel trains. For details contact Richard C. Roden, 910 Cobbs Creek Pkwy., Yeadon, Pa. 19050.

Halton County Radial Ry. single-truck closed car 55, running on museum tracks near Rockwood, Ont.
Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

New Electric Books

NAPA VALLEY ROUTE, by the late Ira L. Swett and Harry C. Aitken, Jr., 576 pages, 8½x11˝, with hard cover, may be had for $24.50 from Interurbans, P.O. Box 201, Claremont, Calif. 91711. This is a massive book, especially so when you consider that the subject, the San Francisco & Napa Valley R.R., was a lightly-travelled, 41-mile, interurban line. It had passenger service from 1905 until 1937. Proportionate coverage of the great Pacific Electric's 1100-mile network would need a monumental tome of 15,500 pages!

The book's size is due to Ira Swett's intensive research. Contacting libraries, old newspaper files, and former employes, Ira produced the most voluminous work of his fruitful life. Our only criticism is the duplication of some material here and there. Not shown by the title, 90 pages of this book cover the Monticello Steamship Co., which, together with the rail line, formed the Napa Valley Route. From Vallejo, Calif., the ships took interurban passengers the 30 miles across San Francisco Bay to the big city's Ferry Building. Supplementing the text are 470 photos—a very large number—and artwork, maps, and rosters of rail and steamship equipment.

SECOND edition of *MILE-HIGH TROLLEYS*, originally published by the Intermountain Chapter of NRHS in 1965, may be had for $12.95 from Pruett Publishing Co., P.O. Box 1560, Boulder, Colo. 80302. Also available from Railroad Magazine Book Service. This 127-page book has a hard cover, 8½x11˝, and brings to life the Denver Tramway system and the associated Denver & Inter-mountain Ry. with photos, a roster, and maps as well as a complete account of the lines' 80 years.

TROLLEYBUS fans can find a complete list of the world's operating trackless trolley systems in the March '75 issue of ELECTRIC TRACTION, monthly journal of the Australian Electric Traction Assn., G.P.O. Box 1017, Sydney, New South Wales 2001, Australia. A yearly subscription to North America costs $12, preferably by International Postal Money Order. We don't know if individual copies are available. •

El class 111, Brill-built in 1910, passes F type with drop-center on new 1¼ mile line of St. Kilda Museum near Adelaide, South Australia.
Photograph by I. R. Hammond

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

Westinghouse Electric Corp. generator stator is the largest load ever carried by rail.

1. What was the heaviest single item ever carried by rail?

This was a Westinghouse Electric Corp. generator, 50 ft. long and weighting over 900 tons, shipped recently from WEC's East Pittsburgh, Pa., plant to Duke Power Company's McGuire No. 1 nuclear station, about 25 miles north of Charlotte, N.C. The generator stator alone weighed over 500 tons. The unit was designed for shipment on Westinghouse's largest railroad car (a 22-axle Schnabel car), and a suitable route had to be mapped out. To handle it, Duke Power built a special track into its plant site on lake Norman, near the Cowans Ford Dam. Moreover, railroads were contracted to upgrade the track between Charlotte and the plant site to handle the gigantic load. The generator is rated at a record 1,305,000 kilowatts—enough to meet the electric needs of over 600,000 people when it goes into operation, early in 1977.

2. Any info on Illinois Central's all-electric dining car built in the mid 1940s?

Yes. This diner, first of its kind on an American railroad, was modelled after an electric galley developed during WW2 for use in submarines. It boasted heavy-duty electric ranges, an automatic broiler, automatic deep-fry kettles, an electric dishwasher, and sub-zero freezing units. Generators placed beneath the car floor produced adequate power. Edison-General Electric Appliance Co. designed and built the car.

3. How big were Milwaukee's 2-6-6-2s?

Originally they had 23½&37-x30″ cylinders, 200 lbs. pressure, 57″ drivers, and weighed 390,000 lbs., with 70,396 lbs. t.f. They were rebuilt to simple, with 21½x30″ cylinders, 200 lbs. pressure, 57″ drivers, 390,000 lbs. weight, and 82,720 lbs. t.f.

4. What companies are included in the Canadian National System?

There are 42 in all: CN Railway Co.; CN hotels (Moncton) Ltd.; CN Express Co.; CN (France) S.A.; CN Realties, Ltd.; CN Steamship Co. Ltd.; CN Telegraph Co.; CN Tower Ltd.; The CN Quebec Railway Co.; Canac Consultants, Ltd.; Canalog Logistics, Ltd.; Canat, Ltd.; Chapman Transfer Ltd.; Eastern Transport Ltd.; The Great Northern Western Telegraph Co. of Canada; Hoar Transport Co. Ltd.; Husband Transport Ltd.; Husband International Transport (Ontario) Ltd.; Husband Transport (Quebec) Ltd.; Midland Superior Express Ltd.; The Minnesota & Manitoba R.R. Co.; The Minnesota & Ontario Bridge Co.; Mt. Royal Tunnel & Terminal Co. Ltd.; The Northern Consolidated Holding Co. Ltd.; Provincial Tankers Ltd.; The Quebec & Lake St. John Ry. Co.; Royal Transportation Ltd.; Swan River-The Pas Transfer Ltd.; The Toronto-Peterborough Transport Co. Ltd.; Central Vermont Ry. Inc.; Central Vermont Transportation Co.; Duluth, Winnipeg & Pacific Ry. Co.; Grand Trunk Corp.; Grand Trunk Land Developoment Corp.; Grand Trunk Leasing Corp.; Grand Trunk-Milwaukee Car Ferry Corp., and Grand Trunk Western R.R. Co.

5. Anything on the old Boston & New York Airline?

Yes; but in this case the "Airline," like the former Seaboard Air Line, had nothing to do with aviation, the word merely designating the most direct route between two points. In 1867, Connecticut granted a charter for building a railroad between New Haven and Willimantic, a distance of 90 miles. Chartered as the New Haven, Middletown & Willimantic, it soon had financial trouble, an unfortunate fate of many roads in those days. With the Boston & New York Air Line, as the first mortgage bondholder, the railroad was opened Aug. 15, 1873, between New Haven and Willimantic. With connections, it furnished the most direct route between New York and Boston. It was leased to the NYNH&H on Sept. 20, 1882, for 99 years. Today, there is little or no indication left of this route of the famed "Ghost Train" or "White Train" linking New York and Boston with high-speed passenger service.

6. Words, please, to "Morse Memories," by Charles D. Dulin

The Mail roars by 'neath a starlit sky
As the dark, wee hour appears.
The desert broods in a thousand moods
As she has for a million years.
The wall clock's tick in my lonely shack
Is time to a nocturne's flow,
And the sounder's spree is the song to me,
From the files of long ago.

I do not fret for a daylight set,
Nor pine for a relay wage . . . .
I'm all okay on the right-of-way,
At night with the sand and sage.
I sit out here on the old frontier
And chat with a boomtown ghost
Of virgin trails and the light steel rails
They laid to the far West Coast.

7. What was the old P&B?

This was the Philadelphia & Brigantine. Originally known as the Brigantine Beach

R.R., this line was chartered Aug. 7, 1889, and opened for 14 miles between Brigantine and Brigantine Jct., N.J., on Aug. 21, 1890. On the latter date it was leased to the Atlantic City R.R., a subsidiary of the old Philadelphia & Reading, for a period of ten years. In 1893, following the panic which put the parent road in receivership, the Brigantine Beach was sold under foreclosure to George H. Cook, of New York City, emerging as the Philadelphia & Brigantine. In 1902 the P&B owned one loco and leased one passenger car. Next year it was out of business.

8. Did Denver & Rio Grande Western acquire Norfolk & Western locos during WW2? Give class and numbers.

D&RGW did, indeed, buy 11 locos from the N&W. It consisted of four class K3 Mountains (206-209), designated D&RGW class M19 Nos. 1550-1553, and seven class Y2a 2-8-8-2 Mallet Compounds numbered 1706, 1709, 1713, 1714, 1719, 1725, and 1726, reclassified as L-109 and renumbered 3558-3564.

9. When was the first diesel built for Canadian Pacific?

Built by National Steel in 1936, No. 7000 was sold later to the Marathon Pulp & Paper and then to Canadian Railroad Historical Assn. For further info contact CRHA, P.O. Box 22, Station B, Montreal, Que., Canada H3b 3J5.

10. Who built the Cumberland Valley's Pioneer?

Seth Williams, a Boston inventor, designed and constructed this little engine in 1851. Originally called the Kitty Did, she had 8½x14″ cylinders and 54″ driving wheels, weighed 25,000 lbs. in working order, and cost the CV $6,200. Put into service between Harrisburg and Chambersburg, Pa., she proved both speedy and dependable. She played a major part in hauling Union troops during Civil War days and narrowly escaped destruction when the Rebels burned Chambersburg. She made her last route run in 1880, but was hauled out of retirement in 1892 for display in Chicago's Columbian Exposition.

11. Where was the longest Pacific Coast trolley trip?

Francis Guido, editor of The Western Railroader, R&LHS historian, and one of our "Interesting Railfans," says this was from San Mateo to Chico, Calif., some 205 miles. Starting in San Mateo on the Market Street Ry. line to San Francisco, one could ride into the big city and change at Fifth and Market to an East Bay terminal-bound city car. At the terminal you changed to a Sacramento Northern interurban and rode all the way to Sacramento, where you changed for a car to Chico. The entire trip could be made by trolley until Aug. 26, 1940, when the SN ceased passenger service. Before 1938 this journey would have required a ferry trip across the Sacramento River on Key System boats. SN cars were ferried across.

Denver & Rio Grande 3561, ex-Norfolk & Western 1714, near Castle Gate, Utah, in June '47.
Photograph by R. H. Kindig, Denver, Colo.

12. When did American railroads begin using slat-sided stock cars.

At least by 1872, to haul livestock. This equipment looked somewhat like present-day cattle cars, but was smaller. The first one recorded was in England in the spring of 1831, when 49 pigs, unaware that they were making history, moved from Liverpool to Manchester. The "respectable quadrupeds," as Niles Register called them, rode in open-top English "waggoners."

13. I work for the Delaware & Hudson. Can the receipt of vacation pay after a closing date affect a retiring employee's eligibility for a supplemental annuity?

No. While railroad vacation pay can generally be used as a credit for a month or months of service when it is to your advantage, it is credited to the last day you actually work when a closing date is involved.

14. Did CB&Q ever operate narrow-gage trains in Iowa?

Yes, indeed. The Burlington & Northwestern, extending from Mediapolis to Washington, Iowa, 39 miles, and the Burlington & Western, whose 70 miles of tracks linked Winfield with Oskaloosa, both became narrow-gage properties of the CB&Q in 1898. The B&NW had been chartered as an independent line in 1875, and the B&W in 1881. Both were standard gaged by the Burlington on June 29, 1902. That part of the line which had been B&W track was abandoned around 1930.

15. Any info on the Pigeon River R.R.?

Incorporated in 1906, this road was leased to the Tennessee & North Carolina Ry. until 1926. It ran from West Canton to Sunburst, N.C., 12 miles, and folded up in 1931.

16. When did the first dynamometer car appear in the U.S.?

In 1875, just a century ago, it made its initial test runs on the Lake Shore & Michigan Southern (now Penn Central) between Cleveland and Collingwood, Ohio.

17. Name the electric lines running in Texas, Oklahoma, and Kansas at end of WW2.

In Texas, the El Paso City lines, El Paso; Houston North Shore, Goose Creek; Texas Electric Ry., Dallas; and Texas Transportation Co., San Antonio. And in Oklahoma: Oklahoma Ry., Oklahoma City; Pittsburgh County Ry., McAlester; Sand Springs Ry., Sand Springs; and Tulsa Sapulpa Union Ry., Sapulpa. And in Kansas: Hutchinson & Northern, Hutchinson; Kansas City, Kaw Valley R.R., Bonner Springs; and Union Elec. Ry., Coffeeville.

18. Which railway has the greatest number of tunnels?

The Sierra de la Culebra Ry. in Spain. Between Pueble de Sanabria and Carballino, 107.5 miles, are 182 tunnels totaling 48.5 miles, the longest being Padorno Tunnel, 3 mile, 1,226 yds. long, opened in 1957-59. It is closely followed by the Bergen-Oslo line in Norway with 178 tunnels in 305.75 miles, the tunnels amounting to 22.5 miles. It was opened on Dec. 1, 1909.

19. How large is the motive power roster of Chessie System's Chesapeake & Ohio and Baltimore & Ohio?

As of July 1, C&O owned 683 multiple-purpose diesels and 93 yard goats. They

Canadian Pacific's first diesel No. 7000 was built by National Steel Car Corp. Ltd., Hamilton, Ont., in 1936. Her 600-hp engine was a product of Harland and Wolff, Belfast, North Ireland. She can be seen at Canadian Railway Museum, St. Constant, near Montreal, Que.

Percy Booth, 47 Farmcrest Dr., Agincourt, Ont., Canada

leased 192 others. The B&O owned 313 multiple-purpose diesels, 46 freight diesels and 163 switchers. This does not include a unit leased to C&O, 36 units leased to the Baltimore & Ohio Chicgao Terminal Ry., They have on lease 425 multiple-purpose locos and 12 switchers.

Running Extra

ANSWERING Jerry Keenan query in May '75 issue; I find nothing in the AAR Interchange Rules to indicate the Fox truck was ever forbidden in interchange, although it was prohibited for new construction in 1929.

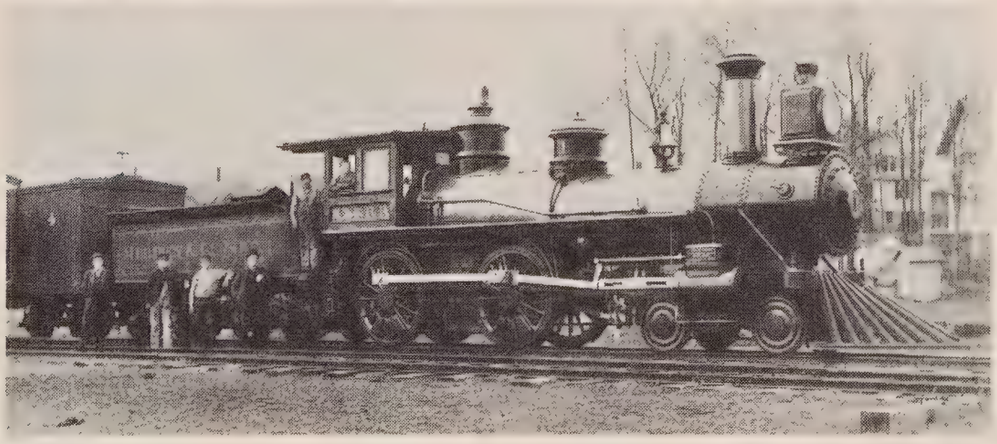
Sold by Pressed Steel Car Co., that truck seems to have disappeared about 1910. Most likely it simply was not competitive with the cast-steel truck designs which emerged in the centurys first decade.—Charles M. Smith, 3 Princeton Rd., Strafford-Wayne, Pa. 19087.

YOUR reply in (March '75) to query on abandonment of New Haven's Waterbury to Meriden line was too brief. While passenger service might have ended June 24, 1917, the line was kept on the New Haven's books and system maps until 1924. The Waterbury-Meriden section (19 miles) was chartered as the Meriden & Waterbury R.R. on June 30, 1887, and opened July 14, 1888. The Meriden & Cromwell R.R. Co. was chartered July 21, 1881, and opened (10.5 miles) April 6, 1885. The two lines were merged as the Meriden, Waterbury & Connecticut River R.R. Co., in June 9, 1888. The line was leased to the New York & New England R.R. on Sept. 1, 1892, for 99 years, the latter becoming the New England R.R. on Aug. 26, 1895. The MR&C went through bankruptcy proceedings and was sold to A. Heaton Robertson of New Haven on May 20, 1898, but he didn't operate it.

In Oct. 1898 the New Haven operated the line on a one-year renewable lease, the name being changed to Middletown, Meriden & Waterbury R.R. It was merged with the New Haven on Oct. 25, 1905. The Meriden to Westfield became a trolley line in 1914 (Conn. Co., a New Haven Subsidiary) until final abandonment. The MM&W never should have been built. It suffered the same fate of most New England roads that intersected the many chains of hills at a 90-degree angle instead of following the natural valleys.—Hugh R. Gibb, Historian, National Railway Historical Society, Bridleshire Farm, RD3, Neward, Del. 19711.

Collection of Gorton T.H. Wilbur

Meriden & Cromwell No. 1 became part of Meriden, Waterbury & Conn. River in 1888.



I HAVE a passenger brakeman's uniform button 24 PC&StL Ry. with "PH" stamped in center. Which road was it?—Harold Blaney, 15843 Vale St., East Liverpool, Ohio 43920.

AS TO Lee Miller's letter about the boxcar with the Chicago Great Western and Chicago & North Western heralds, it was probably a CGW car taken over by C&NW when the roads merged. The old herald was painted over, but then the paint faded.—David Cameron, Box 24328, Los Angeles, Calif. 90024.

ARE any of Richard Prince's books on NC&StL, SAL, and ACL for sale?—Lawson Ogden, 1975 Nelson Ave., Memphis, Tenn. 38104.

KANSAS CITY SOUTHERN had the following articulated locos: Nos. 700-711, class G, 0-6-6-0, 57″ drivers, 225 lbs. b.p., built by Alco Schenectady in 1912; Nos. 750-756, class G-1, 2-8-8-0, 57″ drivers, 250 lbs. b.p., built by Alco Brooks, 1924. Nos. 752, 757, 758, 759, 762, 764, and 766 were rebuilt to simple and classified G-2s.—J.A. Lorenzen, Box 211, B1, RFD1, Englishtown, N.J. 07726.

I WANT the address of Elgin and Hamilton Watch companies, railroad watch makers.—Wm. Bornholt, 1148 Delaware St., Fairfield, Calif. 94533.

ARE there any UP "Big Boys" left besides 4012 and 4023? Does the D&RGW plan to use K-36 No. 481 and K-37 No. 497 in service again?—Les Jarrett, RD2, Hudson, N.Y. 12534.

Who makes railroad jewelry such as cufflinks and tie-tacks from rail date nails!—Frank Stock, 2614 Whalen, Hamtramck, Mich. 48212.

I RECENTLY saw a railroad patch of the Kansas City, Mexico & Orient. Was there such a road?—Brad Rovetta, 1554 Mitchell Ave., Tallahassee, Fla. 32303.

WHICH railroads painted boxcar roofs red with the ends and trucks black, in 1930-'40?—LeRoy Johnson, 1431 W. 7th St., Chester, Pa. 19013.

ANYONE send me words to "C&O No. 5"?—J.B. Weiler, Box 376, Kalkaska, Mich. 49648.

RE QUERY by Bruce Monson, the three steam locos of the 600 series seen at the

Boston & New York Air Line No. 5 with train on Lyman Viaduct near Colchester, Conn., many years ago. Land fill now exists over the gulf.

Collection of Gorton T. H. Wilbur

old Ivy City roundhouse in Washington, D.C., were Governor-class 4-8-4's assigned to the Richmond, Fredericksburg & Potomac's Washington-Richmond passenger engine pool. The RF&P was not fully dieselized in 1953.—Walt Gifford, Jr., Yarmouth Port, Mass. 02675.

DID "In The Baggage Car Ahead" original have an original tune, or was it set to some other popular melody?—Shelby Cambell, Box 261, Westmoreland, Kan. 66549.

WHO knows anything about the A&S Ry.? If so when and where was it built and did it cease operations?—Morse Mathewson, Grove Pl., Box 255, Ft. Montgomery, N.Y. 10922.

APRIL issue has a few errors in your brief account of Winnipeg, Manitoba, trolleys in (a) The first route operated was the River Ave. trackage installed during the latter part of 1890 in anticipation of the franchise to run electric cars. I do not know if any rails were laid on Osborne Street, three blocks from where the S-curve connected with Pembina Street southward. In the early spring, rails were laid to the Northern Pacific & Manitoba Ry. crossing. Sometime before July 1st the diamond was installed for continuous operation to the end of the line at the Elm Park terminus, the shelter being named Spadina after the Austin family home in Toronto. (b) Service provided by electric cars in Winnipeg ended Sept. 19, 1955. (c(The final car in revenue service returned along Portage Avenue from Deer Lodge loop. Last cars to operate officially in the parade from Deer Lodge loop were: Nos. 798 (the longest car to run in Canada, 53′ 6″ over bumpers), and 796, 374, and double-truck sweeper 10.—Herbert Blake, author of book, "The Era of Streetcars and Interurbans in Winnipeg," 237 Campbell St., Winnipeg, Man., Canada R3N 1B4.

WHY did Chicago & North Western discontinue and the Milwaukee Road pick up running UP's stream-lined City trains (City of Los Angeles, etc.) in the 1950s?—Raymond Blase, 4053 Winnebago, St. Louis, Mo. 63116.

INFO wanted on old Pennsy 1874 mirror with 4-4-0 in center flanked by eight eastern and Midwestern cities. Lettering was in blue, red, and gold. Loco number 875 was black.—Lewis Feldman, 456 Lincoln Way East, Chambersburg, Pa. 17201.

Anyone have the history of the Clinchfield R.R.?—David Hilton, 5021 Jurupa Ave. #1, Riverside, Calif. 92504.

HAS Norfolk & Western changed its paint scheme? I recently noticed some freight cars with a shade of green instead of the usual N&W black.—Brad Utton, 144 Mariemont dr., Westerville, Ohio 43081.

WHEN I was a small boy between 1915 and 1921 my father took me for walks beside the Hudson River near the New York Central tracks. I remember a train with a locomotive and two open-end passenger cars that ran twice a day into Yonkers, N.Y., called the Dolly Varden. Tell me details. Who was Dolly Varden?—Desmond P. Haltigan, Myrdalskogen 15-, N-5095 Ulset, 1, Asane, Norway.

WHAT is the correct mailing address of General Electric's Electro-Motive Division?—Leroy Floray, Jr., 1326 Denbright Rd., Baltimore, Md. 21228.

WHO knows the origin of the Camden Electric R.R., later called the Ohio Valley Electric Ry.? It ran between Huntington, W.Va., Camden Park, and on to Ashland, Ky., at the turn of the century. Was anything written on the CE?—Chester Chatfield, 715 Gartrell, Ashland, Ky. 41101. •

PASSENGER TRAIN SURVEY

FIRE in a major transformer supplying power to Penn Central operations in the Philadelphia area disrupted Amtrak service, as well as PC commuter operations there, on July 16th. Before service returned to normal, two Amtrak trains had been terminated short of destination, six annulled, and 42 delayed for various lengths of time, up to a maximum of two hours.

The blaze occurred in early afternoon. It burned out the main 18,000-volt transformer where PC gets its power from Philadelphia Electric. Several smaller transformers, as well as various circuit-breakers, were also affected, cutting the main 60-cycle power supply to PC's entire Philadelphia area complex.

Affected were Zoo Tower, which controls all Amtrak train movements through Philadelphia; Penn Interlock, which controls tracks in 30th Street station; Broad Interlock, which controls Penn Center suburban station tracks; Arsenal Interlock, which controls train movements south of Philadelphia; and Towellton Tower, which controls entry into PC's coach yards.

Directly affected was the movement of track switches, as well as all lighting and telephone communications in the area. At no time were catenary or signal power lost.

Because the powered switches could not be moved, train movements were disrupted. Switches are actually moved by compressed air, but the air is supplied by electrically-driven compressors. Penn Central moved 13 locomotives to the five interlocking towers and cut their air compressors into the switch system. This, however, took some time, delaying restoration of full switch service.

Meanwhile, track crews moved some switches manually and spiked them in place so trains could move through the station. Trains were slowed by lack of communications. In many cases, radio was used where instructions normally would be given over the telephone. Portable generators were quickly pressed into service to light up the station and lower-level tracks with floodlights.

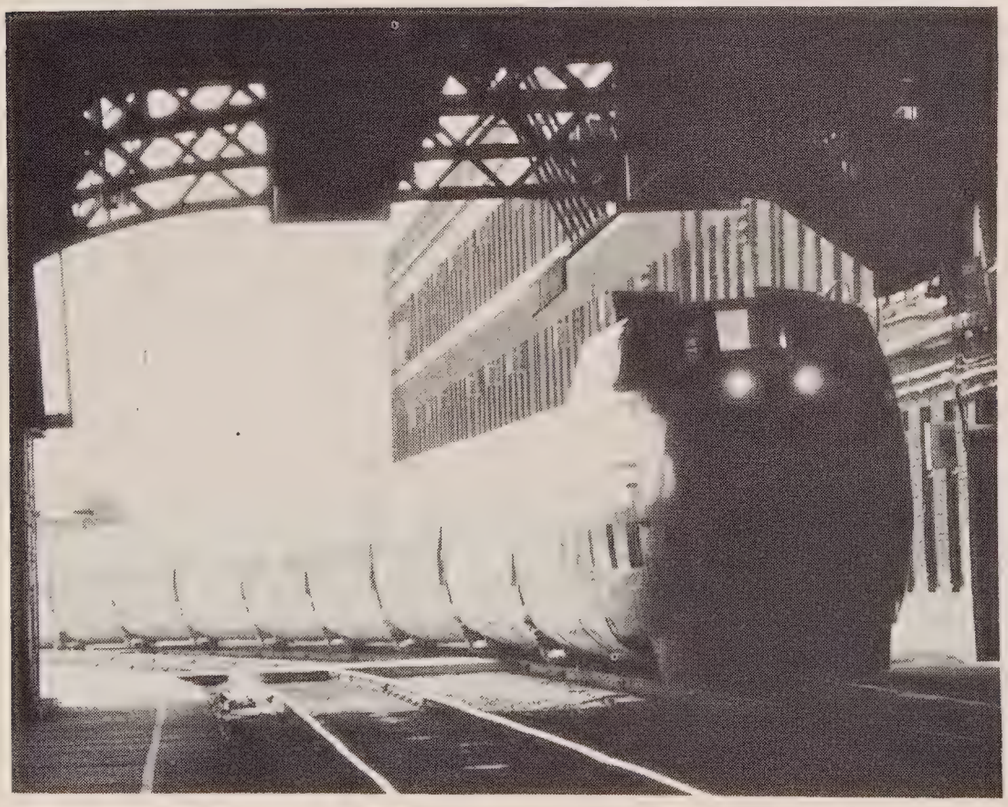
Late that night, electricians had restored some power but the system could not take a normal load. All through July 17th air-conditioning and ventilating fans had to be curtailed. Also unusable was the 220 volt standby system kept at track level to precool standing cars and charge car batteries. Repairs were made to the entire electrical system and nearly full power was restored after four days.

South Shore equipment in Chicago Terminal. Line is having uphill battle for survival.

Photograph by Bruce Russell

One of CNR's three sets of trouble-plagued 9-car Turbotrains enters Toronto Union Station from Spadina yards ready for 335-mile, 4-hour, 10 minute afternoon trip to Montreal.

G. Zuters, 25 Stephenson Ave., Toronto, Ont., Canada M4L 1E9



ONE OF AMTRAK'S major contributions to the Bicentennial celebrations will be the "Amfleet" of new passenger cars operating in 1976 in the Washington-Philadelphia-New York-Boston Colonial Corridor, where much of the festivity is concentrated.

The first of the new trains made up of cars from the fleet of 492 Metroliner-type produced by Budd Co. is expected to be operating when Amtrak introduces its special Colonial Corridor circle ticket on Sept. 8th. The new excursion fare, selling for $40 ($20 for children under 12) will offer a saving of more than a third from current Washington-Boston round-trip coach fares.

Besides offering an easy way to visit Bicentennial sites, the new Amtrak developments are aimed at cutting down tourist auto traffic in congested key cities. Washington's new subway is due for operation in 1976, while Philadelphia, New York, and Boston already have rapid transit systems linking Amtrak terminals with tourist objectives. It just won't make sense to drive an auto between these key cities in 1976.

Variations of the new equipment will be named "Amcoach" for economy cars seating up to 86 passengers, "Amclub" for first-class accommodations, "Amcafe" for snack cars, and "Ampub" for lounges.

EFFECTIVE Sept. 8th, Amtrak has made several changes in its special Bicentennial fares between Boston and Washington, D.C. Those fares will no longer contain restrictions on travel between 1 p.m. and 8 p.m. on Fridays and Sundays. Furthermore, the time limit is being extended for use of the special fares from 1 days to one month from the time of first use.

The round-trip fares are 30 percent below the current Washington-Boston round-trip coach fares. They will be in effect on all trains in the corridor except the high-speed Metroliners. The discount will expire on Dec. 31, 1976. The Bicentennial fare allows rail passengers to take one round trip from any point between Boston and Washington. The trip can be split any way the passenger chooses.

Test train with open end observation on rear highballs past XC tower at Cranford enroute to Phillipsburg, N.J., or maiden run, May 4, 1974. Official gives V for victory sign on the observation platform. Edward Kaspriske, 431 Warfield Rd., N. Plainfield, N.J. 07063

ALTHOUGH Amtrak's latest figures show a continuing dip in the number of rail passengers through the country, some of its trains are gaining, rather than losing, patronage. Among the latter is the *Blue Water Limited,* running between Port Huron, Mich., and Chicago. As a result of its success over the past year, say Amtrak officials, several track and service improvements and a new Toronto-to-Chicago train, with a stop in Port Huron, are slated for implementation during the next year.

As a state-supported train, two-thirds of the *Blue Water's* operating loss is subsidized by the State of Michigan. During fiscal year 1974-75, some $527,000 was budgeted. Currently, state-supported trains return about 40 percent of their operating costs through fares.

ALFRED BARRETT wrote the following poem about a New York-Detroit train, the *Wolverine,* in steam days:

Out from the granite cliff I lean
To watch the hurtling *Wolverine*
Thunder past with a snort and a scream
And a flare of light in its plume of steam.
Its windows fuse in a sweep of light
That curves like a scimitar through the night.

A SPACE-AGE train, which once experienced down-to-earth problems, is again flying low between three of Canada's major cities. The reintroduction of Canadian National's Turbo more than a year ago is providing passengers with a 335-mile streamlined link between Canada's two largest cities, Montreal and Toronto. Daily service runs between Ottawa and Montreal.

The Turbo was designed and built by United Aircraft Corp. and the sleek aerodynamic lines of the aluminum coaches and interior trappings give passengers the feeling of boarding a commercial airjet. This according to CN officials is the result of applying aircraft technology to modern day rail transportation.

Once under way, the Turbo travels at a comfortable 80 mph average. It's capable of 125 mph, but doesn't operate that fast because of more than 400 level crossings on the route. The downtown-to-downtown Montreal-Toronto run takes a relaxing four hours and 10 minutes.

AMTRAK has begun a joint effort with the State of Michigan to improve trackage and signals on its Chicago-Detroit route. This rehabilitation, costing $457,000, is being funded two-thirds by Michigan, the rest by Amtrak. Track surfacing, new crossties, repairs to highway crossings, and signal improvements will cut a few minutes off the schedules of Amtrak's new French-style Turboliners and give passengers a smoother ride.

In addition, Amtrak is undertaking a $1.8 million track improvement program in Texas between Temple and Taylor to improve service and to make connections with Mexican trains. This program will allow Amtrak trains to use a direct route between the two cities, thus saving 40 miles and reducing the schedule time by about one hour. The time saved, along with other changes, will put the Inter-American, en route from st. Louis, in Laredo in time to connect with the Mexican National's Aztec Eagle, to and from Mexico City.

Construction of a connection between the Santa Fe and Katy lines at Temple will enable the trains to move from one line to the other at the junction point.

HERE is a poem you asked for: "Going Home, Burlington Route," by Willa Cather, Courtesy of the Willa Catha Foundation, Red Cloud, Neb. The CB&Q gave its original

Baltimore & Ohio DC-4 No. 1961 deadheading on tailend of train No. 7 at Willard, Ohio, Oct. 31, '64 for weekend Deshler to Detroit run. Train made up at Brunswick, Maryland. J. W. Barnard, Jr. Barnard-Wolford Collection

Rock Island doodlebug No. 9015 idling at deserted Little Rock, Ark., depot in 1963. These cars were RI's last efforts to stimulate passenger business through Ozarks in Arkansas. Clifton E. Hull, 203 E. 16th St., No. Little Rock, Ark. 72114

Red Cloud depot building to the Foundation, which moved it 500 feet north of its original site and fully restored it.—William F. Rapp, editor of Railroad Station Historical Society publications, 430 Ivy Ave., Crete, Neb. 68333.

How smoothly the trains run beyond
the Missouri;
Even in my sleep I know when I have
crossed the river.
The wheels turn as if they were glad to go;
The sharp curves and windings left behind,
The roadway wide open,
(The crooked straight
And the rough places plain.)
They run smoothly, then run softly, too.
There is not noise enough to trouble the
lightest sleeper.
Nor jolting to wake the weary-hearted.
I open my window and let the air blow in,
the air of morning,
That smells of grass and earth—
Earth, the grain-giver.
How smoothly the trains run beyond
the Missouri;
Even in my sleep I knew when I have
crossed the river.
The wheels turn as if they were glad to go;
They run like running water,
Like Youth, running away . . .
They spin bright along the bright rails,
Singing and humming,
Singing and humming.
They run remembering,
They run rejoicing,
As if they, too, were going home.

WILL the Reading discontinue all of its passenger service? Probably not. But its trustees are threatening to do so—after seeking approval from its bankruptcy court to apply to the U.S. Railway Assn. for such permission—in the event that the Southeast Pennsylvania Transportation Authority fails to meet any of its monthly support payments.

Down by the Depot

GRAND CENTRAL TERMINAL, next door to Railroad Magazine office in the Graybar Building, New York City, pays its freight-elevator operator $14 an hour, or almost $30,000 a year, according to *The New York Times*. It shouldn't be too hard to live on those wages, even with inflation. Cleaning women in the Terminal get only $6.35 an hour, slightly over $13,000 a year, but somehow manage to buy groceries and pay rent.

AMTRAK is spending $1,425,000 to build or improve stations at ten cities along the route of its new Boston-Chicago train, scheduled to begin running this fall. The ten are located at Worcester, Pittsfield, and Springfield, Mass: Buffalo, N.Y.; Erie, Pa.; Cleveland, Elyria, and Toledo, Ohio; and South Bend and Elkhart, Indiana.

SOUTH BEND'S famous Union Station, with its sky-domed ceiling, has been sold for use as a cushion foam factory, reports William Jaroszewski of that city. Since passenger trains ceased to use the edifice on May 1, 1976, it had been a haven for derelicts and the scene of wild "beer busts." Thieves stripped the once shiny roof of its copper for illegal salvage. Vandals destroyed doors and windows and, except for these illicit activities, the pigeons had the sole run of the building.

Perhaps the biggest crowd attracted to the Union Station was in 1948, when President Harry S. Truman made a short speech from the platform of his special car during a whirlwind whistlestop tour of the country to win an upset election vi ttory over Thomas E. Dewery. Among the 54 trains that stopped there during the glory years of the railroad were the Commodore Vanderbilt Pacemaker, and 20th Century Limited.

NEWEST addition to the growing list of historic places and landmarks in the nationwide drive to "save on depot" is the huge, castle-like Union Station at Louisville, Ky. So designated recently by the city's Landmarks Commission, the action sets the 84-year-old stone edifice up as probably the nation's biggest piece of nostalgia. Built by the Louisville & Nashville in 1891, it was used at its peak by 60 passenger trains every 24 hours. Today only two passenger trains remain.

A similar station stands almost deserted in Nashville, Tenn.; while St. Louis has, reasonably intact, probably the grandest union passenger terminal of them all. Still standing, too, are stately terminals at Indianapolis and New Orleans and smaller ones at Knoxville, Tenn., and Montgomery, Ala. Elegant in its new use and decor is former terminal station at Chattanooga, now a posh restaurant. Historic Union Station there, portions of which pre-dated the Civil War, made the select list. But time ran out for financing a restoration, and it, too, has met the fate of the wrecker's ball. Gone also are well remembered stations at Birmingham, Atlanta, Memphis, Cincinnati, and various ones at Chicago.

But it is the wayside depot, where once beat the pulse of small-town America, that really holds a special fascination. The popular pastime of going down to the depot to watch people and trains is a thing of the past—trains no longer stop there. Those depots, however, still attract people, hence the move to preserve them. Local preservation committees have learned that one way to start is to have the building listed on the national register of historic places. In many states, historical commissions are doing just that.

AFTER standing precariously under a sword of Damocles since 1962, the picturesque old Union Station at New London, Conn., will not be torn down but will be rehabilitated. The Redevelopment Agency has finally permitted it to be sold for redevelopment as a transportation center.

Another Connecticut station, the century-old building at Windsor Locks, received a lot of attention lately. Citizens turned out with brooms, hammers, and paint brushes to restore its former charm. Exterior woodwork was painted a combination of green and yellow. The area around the station was swept clear of debris, and carpenters were hired to rebuild the sagging eaves. The station is currently served by 12 Amtrak trains on weekdays; but, except for a part-time freight agent, is unmanned. •

HOBBY CLUB

conducted by Sy Reich

SOME OF THE finest short rail jaunts for photos is done when la belle nature is at her multi-colored foliage best. This is usually from late September to early November. G.D. Ogle of Tacoma Chapter of NRHS says it all, giving us some timely tips:

"A favorite activity for a railfan is a 2- or 3-day trip into previously unexplored territory, usually with one or two friends of similar interests. The thrill of the chase, seeing strange power and new places, etc., should make up for any scarcity of traffic. However, one big problem seems to come up on any trip—the one that got away because everyone was busy trying to figure out, 'Where in hell's the tracks?' It happens to all of us. If a member of the group suggests a wrong turn, resentment builds. If you miss too many this way, the whole trip can be ruined.

"A lot of knowledgeable railfans are equipped with scanners, employee timetable collections, rosters, the works. But all of this stuff is no good to you if there is a meet at Highland siding for example and you don't know how to get there. This is especially true in strange territory. The problem? Nobody did their homework. Doing your homework means finding out all you can about where you are going before you go. If that elusive short line runs only on Mondays, and locks up the power in a garage when it isn't running, then a visit any other day would be a waste. Find out things like this before you go, and you've done part of your homework and will have a better trip.

"Fortunately, there is an easy correlation between homework and finding the tracks—the topographic map. Little known among railfains, they can be a valuable reference. Published by the governments of U.S. and Canada, they come in several scales designed to answer varying needs. For our purposes, maps at a scale of 1:250,000 (1˝ equals 4 miles) are perfect for planning, especially in rural areas. Other scales also are available. The maps are printed in several colors on heavy paper and show mountains, lakes, rivers, etc., as well as man-made features such as roads and railroads.

"There is much more detail than on your average highway map. For instance the 17 maps at 1:250,000 required to cover the State of Washington are based on latitude and longitude and don't always follow state lines. In urban areas, it isn't possible to give much detail on these maps; so you might be interested in maps of 1:62,500 and 1:24,000, which show in detail right down to individual streets and buildings. You can often spot overpasses, tunnels, etc., which could lead to photo stops. If you do this before leaving home, you've done your homework.

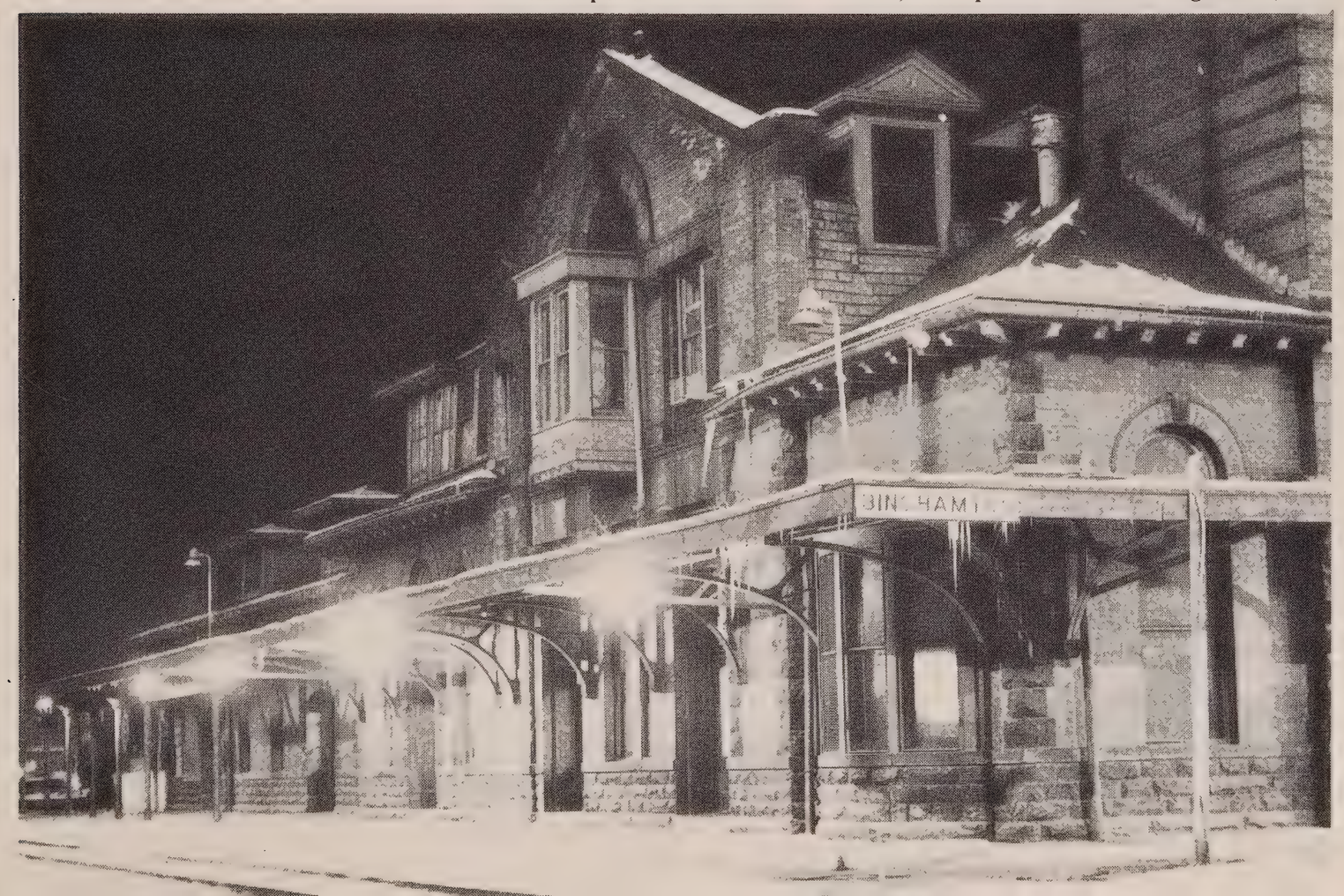
"Both the U.S. and Canada are completely covered at 1:250,000, with partial coverage at other scales. Available maps are shown on indexes published by the respective governments. For U.S. maps, write to the Map Incormation Office, U.S. Geological Survey, Washington, D.C. 20244. For Canada contact the Canada Map Office, Department of Energy, Mines and Resources, 615 Booth St., Ottawa, Ont. K1A OE9. Ask for the National 1:250,000 index, plus separate indexes for those states or provinces in which you are interested. The indexes are free, each contains info on ordering.

"For historical purposes, the U.S. has been publishing topographic maps since the 1880s. While most of these old ones were out of print, the USGS maintains a central file of all the published maps. For $1, they'll make and send you a full-size one color photostat of any out-of-print map. These maps, generally accurate as of the date shown on them, can be of real value in tracking down elusive old grades."

RAILFAN visitors to San Francisco should know that the Pacific Coast Chapter, Railway & Locomotive Historical Society, is selling the famed "Curro" cable-car prints at the Power House Gift Shop at the Cable Car Barn. The 8½˝x5½˝ cards with the colorful drawings sell for $2 in a set of eight. Fred Stindt says Al Rose, professional printer, has done another beautiful piece of work—better than the originals.

Michael R. Eggleston, 21 Langdon Park Dr., Kirkwood, N.Y. 13795

No more "varnish" will stop at this old Lackawanna station, once a proud landmark of Binghamton, N.Y.



PINE CREEK R.R. at Allaire, N.J., has completed negotiations with the Quincy Mining Co. of Morristown, N.J., for leasing of two pieces of equipment, complete with spare parts, plus the transfer of ownership to the New Jersey Museum of Transportation of additional parts, says ye ed Ted Gleichmann in the Pine Creek RR Order Board and Trainmen's Gazette.

Ted reports the equipment, Consolidation outside-fame loco No. 6, built by Baldwin in 1913, and a Russell wedge snowplow built in 1941, were used at Quincy's mining operation on the 3-foot gage Quincy & Torch Lake R.R. in Hancock, Mich. The road shut down in 1945. The leased equipment has been obtained for a minimum of 15 years with provisions for 30 years.

BOONE COUNTY Historical Society, of which I am a member, is seeking funds for a Kate Shelley Memorial Park and Railraod Museum, to be located on a tract of land in the village of Moingona. Near that scene on July 6, 1881, Kate Shelley made her heroic trek across the C&NW's bridge over the Des Moines River in a terrific night storm to warn the Moingona station agent of a washed-out bridge across Honey Creek on the east side of the river. We have an option to buy a small depot and a baggage car, both of which would be moved to Moingona. Track would be laid for the car to sit on. Railroad and other historical artifacts will be placed in the depot and car. Hopefully, railfans, history buffs, and the general public will vist our displays. Anyone sending $1 or more will receive a reprint of the July 13, 1881, issue of the Boone County Democrat telling of the Kate Shelley story. Make out checks to the Boone County Historical Society and send to me.—Luke R. Sinclair, 1210 Marston Ave., Ames, Iowa 50010.

THE COUNTY FAIR season in western Kentucky and neighboring middle Tennessee finds ex-Louisville & Nashville hogger Billy M. Byrd of Madisonville, Ky., stoking up his big steam tractor for an active season. Fifty or more years ago, machines like Billy's were widely used on farms and at sawmills. One of the year's big events is the annual Kentucky-Tennessee Threshermen's Assn. meet near Adams, Tenn. Billed as the "Action Show of Yesterday," the meet brings together restored traction engines like Byrd's to recreate a colorful era in rural American life. when the old tractor gets up full head of steam, 143 lbs., thundering along at four mph, and the deep whippoorwill whistle sounds off, folks will know Billy has arrived. So let the show begin.

NEW MEXICO MAGAZINE for June '75, had five dandy illustrated railroad articles. Four were about the days of steam in the state, including a profile of famed rail artist Otto Kuhler, one of our "Interesting Railfans." The fifth portrayed Amtrak on the Santa Fe. The magazine is published at 113 Washington Ave., Santa Fe, N.M. 87503. •

BOOKS of the RAILS

by GORTON T. H. WILBUR

THE UP-COUNTRY LINE, by Edgar T. Mead, 64 pages, 5½x8½″, hardbound, photos, rosters, maps, timetables, The Stephen Greene Press, $6.50. Available from Railroad Magazine Book service.

It's easy and cozy these mild autumn days reading the opening pages of this book about riding the cold cab of Boston, Concord & Montreal woodburner James N. Elkins as she eased out of Woodsville on the bitter, snowy morning of Feb. 5, 1857, bound for Concord, N.H., hauling the Stockholder Special. But I wouldn't want to have been there.

Edgar Thorn Mead, who also authored Over the Hills to Woodstock and Busted and Still Running and Through Covered Bridges to Concord, writes: "This is a story about a tough old New Hampshire railroad, the Boston, Concord & Montreal. During its long life, it was wheeled and dealed, merged and leased, fought over, competed with, bailed out, and dismembered. Despite the extinction of its corporate name, it limped along so that physical parts continue to this day. It controlled or operated trains with five different gages, an interurban and local streetcar line, steamboats, three unusual hotels, a water aqueduct, logging railroads, a horse-drawn stagecoach line, and the Mt. Washington Cog R.R. For plausible reasons, it remained a woodburning railroad long after others had converted to coal. Its steeply graded track became both its charm and its downfall."

Here, too, is a roster of BC&M engines in 1848-'83, including many renumbered by the Boston & Lowell and the Concord & Montreal. Kits are available in HO gage resembling BC&M pre-Civil War engines and cars. The popular Virginia & Truckee's Genoa, for example, is not unlike BC&M's Chocorua, even to bearing the same number 12. Since almost no two BC&M locos were alike, considerable variety is possible.

1975 STEAM PASSENGER SERVICE DIRECTORY, Including Electric Lines and Museums, 152 pages, 5½x8½″, softbound, photos, listings, Empire State Railway Museum, Inc., $2.50. Available from Railroad Magazine Book Service.

Available is latest edition of this excellent guide for railfans looking for steam and trolley lines to ride and interesting rail museums to visit in the U.S. and Canada, also tourist line in Hawaiian Islands at Lahaina on Maui and at the Railroad Park, Fajardo, Puerto Rico.

SAN FRANCISCO'S DECORATED CABLE CARS, compiled by Fred A. Stindt, 32 pages, 8½x11″, softbound, photos, rosters, Pacific Coast Chapter of The Railway & Locomotive Historical Society, Inc., $2.50. Available from Railroad Magazine Book Service.

In the city by the Golden Gate the cable car was born in 1873. Today, forty strong, the little hill-climbers are very much alive. Not only are they vital to San Francisco's transit system, carrying over ten million passengers each year, but are the city's number one tourist attraction.

The book's author, Fred Stindt, is a western rail historian, vice president of the R&LHS, chairman of its Pacific Coast Chapter, and one of our "Interesting Railfans." He was instrumental in the success of the 1973 Cable Car Centennial and the guiding light behind the Cable Car Museum. His book is most interesting, well illustrated, and includes an up-to-date roster of the two Powell Street lines and the California Street line cable cars.

THE SOUTH PARK LINE: A Concise History, Colorado Rail Annual No. 12, 270 pages, 8½x11″, hardbound, photos, rosters, maps, timetables, tickets, published by Colorado Railroad Museum at $14.75. Available from Railroad Magazine Book Service.

This just has to be the finest of all the Museum's annuals, and I've got all of them. With Messrs. Chappell and Hauck as co-authors, Bob Richardson, sage of the old Rio Grande Southern and executive director of the Museum, lends his expert touch to a well researched and highly readable book. It covers the later operations of the Union Pacific, the Denver, Leadville & Gunnison, and the Colorado & Southern when it took over the key sections of the colorful old South Park in 1899. The book is strictly Denver, South Park & Pacific. Having traversed part of the old right-of-way myself, I was staggered by thoughts of those little narrow-gagers crossing four towering mountain passes from Denver west to Gunnison to reach the bawdy, early-day mining towns.

All the flavor of the old South Park is captured in 350 rare prints. I especially liked these of early days at Alpine Tunnel. Thanks to Bob Richardson, who is one of our "Interesting Railfans" and his many researchers, rosters of South Park locos and their final determination are now available. Gordon Chappell, a frequent contributor to Colorado Railroad Museum publications, comments: "The South Park! . . . most picturesque of pioneer narrow-gage railroads in a state once saturated with picturesque narrow-gage railroads."

ERIE RAILROAD; A Pictorial Review, Vol. 2, 98 pages, 8½″, softbound, photos, timetables, Ed Gardner, $5. Available from Railroad Magazine Book Service.

Ed had such an enthusiastic demand for his first Erie Pictorial that he has issued a second volume on this popular line, with different material, including photos and timetables, public and employee. Included is a short version of an address by Robert E. Woodruff, Erie's chairman of the board in 1951, describing the lines early history and the progress of the inaugural train on its eventful journey from Piermont to Dunkirk, N.Y., in May, 1851. Many good rural depots shots of engines and trains are shown. The fine material of Andrew Patrick, Louis Goodwin, and Francis Meaney is a plus.

BAXTER'S EURAILPASS TRAVEL GUIDE, 287 pages, 4¼x8¼", softbound, maps, schedules, itineraries, Rail-Europe, $6.45. Available from Railroad Magazine Book Service.

This handy guide gives you latest info on Eurailpass with its hundreds of miles of European rail trips, including where to find hotels near train stations as well as sightseeing data.

Periodicals and Journals

THE BULLETIN, National Railway Historical Society, Vol. 41, No. 2, edited by Wm. C. Wagner (our March issue's "Interesting Railfan"), Box 2051, Philadelphia, Pa. 10103. Paul Kutta chronicles a Lehigh Valley classic train, the John Wilkes, with good photos, a timetable, and a route map of the Valley back in the days when you could get a train for Buffalo from New York's Penn Station. Also, you'll find an excerpt, with pix, from Mallory Hope Ferrell's new book, Tweetsie Country. Also Railroad and the Mexican Revolution, 1910-1915, by Geraldo Cardoso; and details of last year's San Francisco Convention, book reviews, chapter activities, and capsule rail news. NRHS dues are $5.50 per year for associates; $4.50 to chapter members. Family memberships are also available.

CENTRAL HEADLIGHT, edited by A.K. Bush and R.B. Street, for New York Central Historical Society, Box 10027, Cleveland, Ohio 44110. Each issue contains lots of good pix and reading matter on slick paper. The most recent issue begins the long but fruitful job of presenting the all-time NYC diesel roster as compiled by Bill Edson, former NYC chief mechanical engineer, who co-authored, along with Eddie May, a book we all liked, "Locomotives of The New York Central Lines." Charlie Smith, prexy of the club, tells me that membership is now close to the 500 mark. Charter membership $4, regular $5; contributing $25; sustaining $50, life $100.

NICKEL PLATE ROAD MAGAZINE, Summer '75, edited by John T. Slater, for Nickel Plate Historical & Technical Society, P.O. Box 6212, Ft. Wayne, Ind. 46806. Eric Hirsimaki's third of a series articles, this one on NKP and other railroad cabooses, is good reading. Pix by Bob Hubbard illustrate it very nicely. Each issue offers an interest for the rail modeler. Incidentally, John Slater says the NPHTS Special Commemorative Issue is now in its 3rd printing and is available to members for $3.50 while it lasts.

ONTARIO & WESTERN OBSERVER, edited by Edward J. Crist, for O&W Technical & Historical Society, P.O. Box 405, Franklin Lakes, N.J. 07417. This softbound, 8½x11", slickpaper journal with photos, maps, and scale drawings is a "must" for the many Old & Weary fans. Annual dues $4.

TRANSIT POSTMARK COLLECTOR, edited by Hershel E. Rankin, usually 14 pages, 8½x11", photo-offset printing with cancelled RPO stamps from by-gone trains, photos, and old RPO rail schedules. $6 membership in Mobile Post Office Society brings you this publication six times a year. Contact Edwin B. Bergman, membership director, 5030 Aspen Dr., Omaha, Neb. •

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The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
THE RAILROAD CABOOSE, by Wm. F. Knapke and Freeman Hubbard ...	$ 8.95	($ 8.50)
PULLMAN AND PRIVATE CAR PICTORIAL, by Wagner	$ 8.50	($ 8.15)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Edwin D. Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., by Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$10.00	($ 9.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$11.95	($11.35)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$11.95	($11.35)
PENNSYLVANIA RAILROAD K-4S, H.P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	($ 8.50)
PENNSY POWER II, by Staufer and Pennypacker	$16.50	($15.70)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 7.95	($ 7.55)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY: VAUCLAIN)	$ 8.95	($ 8.50)
HORSESHOE CURVE AND ALTOONA, by Albrecht	$ 4.50	($ 4.25)
MORRISTOWN & ERIE, by T.T. Taber III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by Gerald M. Best	$13.95	($13.25)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
GHOST RAILROADS OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J.A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 5.50	($ 5.20)
STEEL RAILS TO VICTORY, by Ron Ziel	$15.95	($15.20)
GREAT LAKES CARE FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	($10.90)
JANE'S WORLD RAILWAYS	$65.00	($61.75)
RIGHT-OF-WAY (Abandoned Roads)	$ 5.95	($ 5.65)
AMTRAK CAR SPOTTER, edited by Bob Wayner	$ 4.95	($ 4.70)
THE GREAT TRAINS, Bryan Morgan	$35.00	($33.25)
CHICAGO SURFACE LINES, Alan R. Lind	$17.50	($16.60)
INTERURBANS OF UTAH, by Ira L. Swett	$ 8.00	($ 7.60)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	($ 8.50)
STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$6.50	($ 6.15)
THE ROUTE OF PHOEBE SNOW, by Sheldon S. King	$15.00	($14.25)
NORFOLK & WESTERN STEAM (No. 2), by R. Rosenberg	$6.95	($ 6.60)

Southbound in the mountains out of Elkhorn City, Ky., on May 29, 1973, is Clinchfield freight wheeled by units numbered 3016 (SD-40), 801 (F-9), and 2003 (GP-38).

John D.L. Johnson, 456 Tennis Ave., Ambler, Pa. 19002

THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no minimum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

COLOR SLIDES of diesel and steam locomotives, large assortment covering all Class 1 railroads and many short lines. Also black and white action photos. Sample and catalog, 35 cents—Midwest Photo, 415 Main, Keokuk, Iowa 52632.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla., 33141, buys, trades for anything FEC or predecessors, anything Fla. Buys rail, trolley and in quantity. Sells selected items; fills wants lists.

ROGER ARCARA 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-160. 116-616, for large oblong negatives; details free.

FOR SALE: 5x7 b&w steam and diesel photos, Eastern and western railroads, B&M, New Haven, PRR, NYC, LV, Santa Fe, UP, Great Northern, many more, only 50¢ per photo. Also, Boston trolley photos, rr. maps and rosters. Send $1 for 25-page list and sample photo to Henry Marrec, 11 Overlook Rd., Arlington, Mass.

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I Love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ for our catalog to Remember Radio Inc., 2513U; Norman, Okla. 73069.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

TIMETABLES: buy, sell, trade. Any year, any railroad, public or employee. Free listing of all Amtrak timetables for SSE.—Carol Loucks, 199 Wayland St., Hamden, Conn. 06518.

RAILROAD-HERALD T-SHIRTS, featuring major lines, past and present. Send $5 plus 50¢ for handling, also your choice and size, to Hobo Co., P.O. Box 5626, Santa Barbara, Calif. 93108.

MILWAUKEE ROAD memorabilia wanted, 1849-1975.—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

DISCOVER a depot's shady past! 24 pages of pix and colorful text. Order WALNUT CREEK'S UNIQUE OLD STATION, $1.25 postpaid.—Dick Murdock, Box 343, Ross, Calif. 94957.

MIDWESTERN RAILS, a newsletter for fans of Midwestern railroads, 12 monthly issues $9. For information write White Publishing, 208 N. Stewart St., Geneseo, Ill. 61254.

PENNSYLVANIA RAILROAD steam recordings: 12″, 33.3 rpm, $5.50 each, postpaid. Wisc. residents add state tax. Request an advance notice mailing card for future releases.—Railroad Record Club, Hawkins, Wis. 54530.

I WANT to buy railroadiana, single items or complete collections of paper or hardware. Send description and price desired.—Al Rixon, Box 5063, Philadelphia, Pa. 19111.

GLASSES/GLASSES: Atlantic Coast Line iced tea glasses, B&O water glass, NYC highball, D&H highball, GM&O highball, Frisco highball, EL 8-oz. first air-conditioned 1969, PRR highball. All $12 per dozen, $1 postage, mixed lots $2 extra.—Anthony Citro, 1452 Hamburg Turnpike, Wayne, N.J. 07470.

ANNUAL PASSES, huge list for 20¢ in stamps.—Ken Prag, Box 431-RP, Hawthorne, Calif. 90250.

BUYING NEGATIVES or slides? Tired of continually sending for lists? Rail Film Monthly has new listings of negatives and original slides in each bi-monthly issue. If you'd like to sell these, send SSE describing what have. For sample copy send 75¢, or $4.20 for 6-issue subscription, to RFM, Box 4676, San Fran., Calif. 94103.

WORLD OF SOUTH AMERICAN STEAM, published 1974, still available. From 4-4-0's to Mallets, over 200 photos and steam-finding maps, $7.95 softbound, $10.95 hard.—Roy Christian, 1691 Wilshire Dr., Aptos, Calif. 95003.

FOR SALE: back issues of Railroad Magazine: 4 issues 1931, balance 1932 thru June 1975, total 473 magazines—T.D. O'Hearn, 2829 Colorado, South, St. Louis Park, Minn. 55416.

KODAK DUPLICATES: diesels, trolleys, and buses. Send 20¢ for general list.—Traction Photographs, 1227 N. Formosa Ave., Los Angeles, Calif. 90046. Send 10¢ for our list of original slides.

LAST CHANCE; I need your help! Writing a book about the Duluth, Winnipeg & Pacific (DRL&W, VRL&W, predecessor lines), publication soon. Need photos, tts., firsthand stories. Especially need negs. or photos of CN/DW&P 2-6-0 #484-486, 4-6-0 #1352-1353, 1546 (late '59, early '60), 2-8-0 #1800-1804, 2459, CV 405, 406. In-service photos of 2-8-2 #3000 and 0-6-0 #7066. Need negs, or photos of railfan trips run on DW&P, late 50's, 60's, out of Duluth. Esp. the 1964 Labor Day trip sponsored by Illini Railfan Club. Also need written or photographic evidence or confirmation that DW&P #3000 (probably #2399 then) was displayed at Panama Exposition of 1915. Alco records missing or destroyed. SSE expedites answers. Serious parties only. Please contact Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101.

WE ARE THE MOST extensive buyers of timetables. We buy large and small collections. Top prices. Try us first.—Antique Timecard Aquisitors, 21 E. Robin Rd., Holland, Pa. 18966.

SWITCH KEYS: will buy or trade. Will trade lists with all who write Robert L. Messer, Ramada Inn, 154th and Calumet Expressway, Dolton, Ill. 60419.

NOVEMBER 8: Ontario & Western Chapter of NRHS will run a motor bus tour over the Port Jervis, Monticello & Kingston branch of the New York, Ontario & Western Railway from Monticello, N.Y., to Kingston, N.Y. Tour original right-of-way, stations, and station sites. For tickets, flyer, and further information write O&W Chapter of NRHS, P.O. Box 713, Middletown, N.Y. 10940.

RAILWAY NEGATIVES and original slides, mostly recent vintage diesel and electric power. Some European and Japanese slides. No list; state requests.—William J. Brennan, 82 Devonshire Rd., Cedar Grove, N.J. 07009.

FOR SALE: 110 different railroad emblem watch fobs, $2.50 each. Tie tacs, key chains, tie clips, $1.75 each.

Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

CLEVELAND TROLLEYS AND INTERURBANS. see large display adv. in this issue of Railroad Magazine.

WANTED: depot wall clocks, brass and nickel lanterns, switch keys, and old passes.—Kenny Bunting, Jr., P.O.B. 501, Sandoval, Ill. 62882.

REAL STEAM LOCOMOTIVES made by H.K. Porter Co. in 1922. In operating condition, used by industrial concern until recently; 0-4-0 and very cute appearance. For price and shipping information, write Hugh Kroehle, 380 Oak Knoll, N.E., Warren, Ohio 44483.

AFTF GS4 #4449-5 slide set of the ex-SP high-stepping Lima 4-8-4 taken 6/23/75 on day of test run over Donner Pass, Calif., with four car passenger train in tow. See this beautiful Daylight engine in action as recorded on quality Kodachrome film and processing at such well-known places in Donner Pass as Heather Glenn, Norden, Yuba Pass, and Baxter. 5-slide set for only $1.50 plus 20¢ shipping and handling. Order from Calrail Products, P.O.B. 432, Manhattan Beach, Calif. 90266.

RAILROAD STOCK CERTIFICATES: Catalog plus beautiful certificate, $2.—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

FOR SALE: size 616 original negatives and color slides of cabooses, stations, diesels, plus Amtrak passenger cars before and after takeover.—Richard Anderson, 334 South Prindle, Arlington Heights, Illinois, 60004.

1875 STOCKTON & DARLINGTON book, brass all sections, builder's ditcher-plow photos, rail engineering drawings.—J.F. Smith, 17638 Roosevelt, Homewood, Illinois 60430.

STEAM AND DIESEL duplicate slides and photographs: GGM&O, KCS, NYNH&H, SAL, ACL, SCL, and more. Send SSE for information.—Tom Marsh, 9238 Neff, Houston, Texas 77036.

FOR SALE: History of Key System, booklet, history of lines 1903-1948, roster, maps, photos and Ferry Steamer Section, $10.50, includes postage.—Vernon J. Sappers, 1802 East 23rd St., Oakland, Calif. 94606.

PENNSY TIMETABLE COLLECTORS, here's a book for you about Pennsylvania Railroad's East-West through train service. 140 pages, soft cover, plastic bound, 8½″ x11″ with 1929, 1936, 1946, 1967 schedules, train consists and CT220 reports, Pullman Car diagrams and descriptions, car by car advertising description of "The Jeffersonian." This book is a timetable journey into what once was; a travel adventure on "The Standard Railroad of the World." Money back guarantee if you're not entirely satisfied. Mailed postpaid via book-mail immediately. Only $5 a copy from Ed Gardner, 22 Garden Ave., Mountain Top, Pa. 18707.

ADD REALISM to scale models, with many-colored flashing lights. Home-built unit has railroad flasher and gong, traffic signals, tower and building lights; exciting details.—Unique Electonic Devices, Box 235 East, Peterborough, N.H. 03458.

RAILROAD PLAYING CARDS: send stamp for interesting new list of full decks, single cards, and other items.—Margaret Meyer, 67 Hall St., Akron, Ohio 44303.

R.H. DELLINGER, Box 4095, Birmingham, Ala. 35206, will trade cast-iron bank "The General" for other railroadiana, cash or whutt? (The word "whutt" means what have you to trade?)

SELL FOR BEST CASH OFFER: National of Mexico steam engine roster. Trade new railroad books for good older Railroad Magazines.—Clarence Carlson, 322 Madison, South, Hopkins, Minn. 55343.

WANTED: S-gage trolley cars and products built by Dayton Model Products.—Irwin Reinbolt, 518 North 5th St., Fremont, Ohio 43420.

JOIN THE HAPPY collectors with your own railroad museum in an album displaying hundreds of old and increasingly valuable railroad playing cards. Many albums built up for pennies now worth hundreds. List free for stamp.—Margaret Meyer, 67 Hall St., Akron, Ohio 44303.

I WANT RAILROAD FICTION, technical railroadina, rule books, model railroading, and live steam; 8x10″ photos, original negatives (no copies).—A. Rhoden, 4653 Malden, Chicago, Ill. 60640.

CIRCA 1910 POSTCARDS showing Denver & Rio Grande Western Trains in the Royal Gorge and on Soldiers Summit, two for $1.—Morris Haimowitz, 1718 S. Milwaukee, Denver, Colo. 80210.

BILLED HATS in steam-train print; state head measurements; price $6.25—Durango Enterprises, Box 2300, Durango, Colo. 81301.

CANADIAN DUPLICATE SLIDES: 60¢ diesel, passenger, scenes, etc. Some misc. railwayana. List 20¢; with sample, 50¢. Want Quebec steam, traction negs.—Burridge, Box 152R, Dorval, Que. H9R 4N9, Canada.

COLLECT BEAUTIFUL, accurate, mint postage stamps from world over depicting railroading. We send approvals. No obligation to buy.—Stamps Galore, 2409 John, Superior, Wisc. 54880.

RAILROAD EMBLEMS reproduced in oil enamel colors on weatherproof Masonite in authentic original colors, 12 inches high to scale; $10 each postpaid. Inquiries welcomed.—M.J. McKenzie, 1014 South Massachusetts, Sedalia, Mo. 65301.

PENNSY FANS, here's a book about the great "Blue Ribbon Fleet" of east-west flyers told via timetables. Soft cover, plastic-bound, 8″ x11″, 140 pages, "Pennsy's Great East-West Fleet" contains July 7, 1929; June 21, 1936; April 28, 1946; July 30, 1967, last Pennsy System timetable. You'll see actual CT220 consist reports, train makups, coast-to-coast thru service. See famous engines, both steam and diesel that hauled some of the "Blue Ribbon Fleet," diagrams used by passenger agents showing accommodations and room locations. Read about "The Jeffersonian" and other flyers. This book is a timetable journey into what once was, a travel adventure on "The Standard Railroad of the World." Money back guarantee. Send postpaid via book-mail. Send only $5 today for your Pennsy East-West to Ed Gardener, 22 Garden Ave., Mountaintop, Pa. 18707.

OUR STEAM RAILROAD exhibit has a few thousand dollars for a major purchase. No collections. Any suggestions?—Bish Thompson, Evansville Press, Box 268, Evansville, Ind. 47701.

FOR SALE: Color prints, 13x20″, from original painting of Daylight type steam engine Southern Pacific 4400 class 4-8-4. She pulled Daylight trains on West Coast, 1940 to 1950. Black-orange-red-silver used on Freedom Trains. $6 postpaid. Supply limited.—Ables, P.O. Box 442, San Luis Obispo, Calif. 93406.

DUPLICATE COLOR SLIDES; prints of all major roads, short lines, and passenger cars in North America. Catalog of over 12,000 different items with sample $1, refundable. Now offering cabooses by separate request. Wanted: complete color-slide collections.—Chenoweth, Box 811, Poway, Calif. 92064.

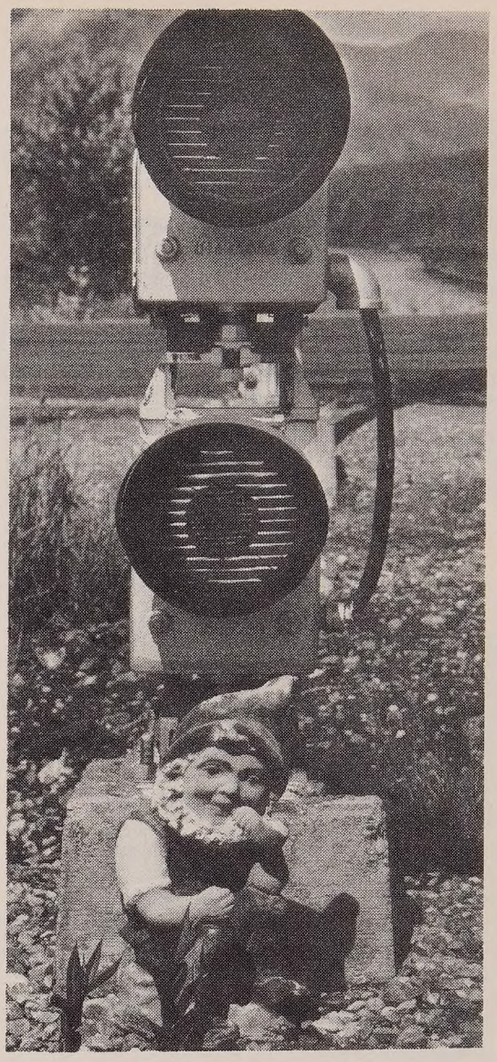
1976 NEW ENGLAND railroad calendar is now available at $2.50—Comet Films, P.O. Box 8741, Boston, Mass. 02114.

BERKSHIRE STREET RAILWAY: 144 pages, 8½x11″, bound book, many photos, $15 postpaid.—Connecticut Valley Chapter of NRHS, Roger Borrup, Box 232, Warehouse Point, Conn. 06088.

THE HOOSAC TUNNEL: a legend in its own time. This booklet, which was privately printed in a limited edition by its author, tells the story of how the famous Hoosac Tunnel was constructed between the years 1851-1876. Tunnel is located on the line of the Boston & Maine Railroad. Soft cover, includes 12 old and rare illustrations, $1.80 postpaid.—John M. Bazan, 51 Preston, Ave., Pittsfield, Mass. 01201.

WESTERN PACIFIC STEAM pictures from 1937. Send SSE for list of over 200 photos.—Concept Classic Photos, P.O. Box 749, South Lake Tahoe, Calif. 95705.

RARE WOODEN CABOOSE in running condition. Baggage door design for mixed-train. Sale or lease. Send SSE for information.—Gerald Edgar, 2619 Muscatine Ave., Iowa City, Iowa 52240.



This gremlin guarding a light signal is located on CP Rail somewhere in British Columbia. Can any Canadian reader tell us where and what it is?

Photograph by Nicholas Morant, CP Rail

WANTED: STOCK CERTIFICATES; any quantity.—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

PRE-AMTRAK OFFICIAL GUIDES, 1964-1970. Take a sentimental journey for $3 each, postpaid.—John L. Burn, 1111 Stanton Drive, Shelby, N.C. 28150.

COLORADO RAILROAD MAP, all-time of railroads past and present, 24″ x26″, folded to 4x9″, with reprints of eight old timetable maps on the reverse side; $3 postpaid.—Colorado Railroad Museum, P.O. Box 10, Golden, Colo. 80401.

RAILROAD MAGAZINE, back issues, 1934-'39, $1.50 each; 1940-'45, $1.25 each; 1946-'50, $1 each; 1951-'54, 75¢ each. Add 25¢ postage for every order.—Robert Kent, 97 Crestwood Rd., Milford, Conn. 06460.

CHARLES CONNIFF, P.O. Box 9686, Jackson, Miss. 39206, sells slides, pix, and negs from many roads. Prices of lists are: Class 1 roads, $1; short lines, 50¢; industrials, 50¢; switching terminals, 50¢; maintenance-of-way, stations, cabooses, 50¢; passenger equipment Pre-Amtrak and Amtrak, 50¢. Send large SSE.

CATALOG OF 1,000 electric railway photos, for 16¢ stamp, includes ITC, IRR, BCE, WCF&N, Potomac Edison, B&A, W&OD, CR&IC, LVT, 41 others.—Seth Steventon, Kennan, Wisc. 54537.

FOR SALE: Railroad Magazine, 1970-'74, $55; Railroading, Nos. 23-40. May 1968-Sept. 1971, $25; "The R.G.S. Railroad", Grum, 1961, mint, $40. Postpaid—Joe Smith, Box 1071, Benson, Ariz. 85602.

BICENTENNIAL LOCOMOTIVE color photos, negatives, color slides wanted, or information where such items can be purchased—Scott Edmonston, Box 991, Wausau, Wis. 54401. •

Coming Events

(No charge for listing in this section)

Sept. 27: NY Chap. R&LHS, gala Fall steam loco, trolley, canal boat, bus trip, incl. dinner in private rail cars, $28. Special bus NY Port Authority; lv. 9 a.m., return about 9 p.m. Contact Geo. Basch, 85-35 143rd. St., Jamaica, N.Y. 11435.

Sept. 27: Gondola Special via Hartwell RR, behind ex-NYO&W No. 5. Signature on waiver required. Entire line to Bowersville with photo runby. Lv. Hartwell, Ga., 10:30 a.m. Adults $5, kids $3. Write Hartwell Trip, Augusta Chapter, NRHS, 1439 Alpine Dr., Aiken, S.C. 29801.

Sept. 27-28: weekend with Clinchfield's One-spot, Elkhorn City, Ky., to Spartanburg, S.C. Lv. Sat., return Sun. Package deal incl. trip, motel, meals. Write H.V. Rouse, treas., Bluegrass Model RR Club, 346 Desha Rd., Lexington, Ky. 40502.

Sept. 27-28: MPRA Pittsburgh weekend. Metro. Phila. Ry. Assn. special bus lv. 69th St. Terminal, Phila. early Sat., return late Sun. Incl. Arden Museum visit, overnight lodging and PAT streetcar trip. Oct. 26: MU Day on the Red Arrow sponsored by MPRA. 2-car St. Louis car train morning trips to Media and Sharon Hill. Afternoon trip on Strafford cars on P&W. $5 each trip, combination ticket $8. Info with SSE to Bob Gordon, 24-BI Reese Ave., Newtown Square, Pa. 19073.

Sept. 28: 7th annual Shortline Ramble benefiting Morris County Central Museum. Lv. Whippany, N.J., depot 9 a.m. on 24-mile Morristown & Erie mainline tour behind ex-FEC Pacific 148, open-window coaches, photo runbys. Adults $5, kids under twelve $3. Check or m.o. full name of Museum and SSE to Fantrip, Box 237, Cedar Grove, N.J. 07009.

Oct. 4: 470 Club Gorham Gallivant to Gorham, N.H., round trip. Mid-day family-style meal at Gorham for first 300 reservations. Open-door bag. car, air-cond. CN coaches, photo runbys, diesel-powered. Lv. Portland, Me., 8 a.m., return about 6:30 p.m. Adults $17.50, kids (5-12) $11.50. Lunch adults $3.50, kids $2. Contact H.O. Preble, The 470 RR Club, Box 373, Brunswick, Me. 04011.

Oct. 5: 15th anniversary 470 RR Club fall foliage tri-state trip to Island Pond, Vt., round trip, 300 miles over GT, open-door baggage, snack bar car, air-cond. coaches, photo runbys. Lv. India St., Portland, 8 a.m., return about 7 p.m. Adults $24, kids $15. Query Ron Johnson, 470 RR Club, Box 2641, South Portland, Me. 04106.

Oct. 4-5: Fall Foliage steam trip with 2 locos pulling open-window vintage cars over 220 miles of branch and main lines. Package price incl. 2 days' train travel, on-train lunch both days, Sat. evening banquet, Sun. morning breakfast, hotel overnight, bus transfers between train and hotel, $79.95. Contact Ontario Rail Assn., Box 64, Brampton, Ont., Canada L6V 2K7.

Oct. 4-5, 11-12 & 18: Autumn Foliage trips on Greenbrier Scenic up Greenbrier River Valley from Ronceverte to Cass., W.Va., and return behind diesel pulling 10- and 12-car passenger trains. Oct. 5 on Spruce Special originates from Elkins, W.Va., with Cass Heisler No. 6 and WM diesels on trip into Potomac highland wild area. Query Greenbrier RR, Box 250, Ronceverte, W.Va. 24970.

Oct. 4: Erwin, Tenn., to Marion, N.C., round trip special behind Clinchfield No. 1. Write Erwin Civitan Club, Box 370, Erwin, Tenn. 37650 (SSE).

Oct. 4, Oct. 11: rail excur. via CNR to Stratford Festival Players, works by Shaw and Shakespeare, $28 for transportation, matinee at theater, luncheon. Contact Michigan RR Club, Box 526, Pontiac, Mich. 48056.

Oct. 4-25: South African Steam Safari, 3000 miles of rail travel, half behind steam; visit 2'-gage Garratt-operated line, another 2'-gage, etc. Contact Steam Safari, Central Coast Chapter, NRHS, P.O. Box 8407, San Jose, Calif. 95155.

Oct. 5: Autumn Special on D&H, Wilkes-Barre to Oneonta and return. Query Tom O'Brien, Delaware & Hudson RR, D&H Bldg., Albany, N.Y. 12207.

Oct. 5: Clinchfield No. 1, round trip train Marion to Erwin. Write Dave Hinson, Exchange Club, 309 Circleview, Shelby, N.C. 28150

Oct. 5: Model RR Assn. flea market, table res. $3, $5; general admission $1; 12 noon-5 p.m., Canfield Fairgrounds, Arts & Crafts Bldg., Youngstown, Ohio. Contact Dave Craig, 20 E. Auburndale Ave., Youngstown 44507.

Oct. 11-12: Fall Leaf Special each day behind steamer 722, Atlanta to Toccoa, Ga., round trip. Query Atlanta Chapter, NRHS, Box 13132, Atlanta, Ga. 30324.

Oct. 11-12: Autumn Leaves Special behind Clinchfield No. 1, Spartanburg, S.C., to Erwin, round trip. Write Clinchfield RR. Transportation Dept., Erwin, Tenn. 37650.

Oct. 11-12: Collector-Rama, trains, railroadiana, etc., table rentals, Fairhaven Hall, Richland County Fairgrounds; Sat., 9 a.m.-7 p.m.; Sun., 9 a.m.-5 p.m. Details from John R. Smith, 385 S. Main St., Mansfield, Ohio 44903.

Oct. 10-12: River Float Trip on colorful Colorado sponsored by Pacific Railroad Society, special private cars on Santa Fe's Southwest Limited leaving Los Angeles with stops at Pasadena, Pomona, San Bernardino. Visit Hopi Indian Reservation, John Wesley Powell Museum, Coal Mine Canyon, spectacular scenery on float trip, fully escorted. Oct. 25-26: Sierra-Yosemite Sojurn. Special bus from L.A. to board San Juan streamliner at Bakersfield for Riverbank, Calif. Trips on Sierra and Yosemite Mt.-Sugar Pine RRs, dinner, overnight at Yosemite, plane back to LA. Nov. 14-23: Mexican land cruise aboard private train from Los Angeles, visit Copper Canyon, Mazatlan, Guadalajara, most meals in diner, sightseeing. Contact Pacific Railroad Society, P.O. Box 2274, Mission Viejo, Calif. 92675.

Oct. 13, 19, 25: Fall Leaf Spectacular sponsored by Tennessee Valley Railroad Museum behind their own ex-Southern 4501, Chattanooga to Crossville, Tenn., round trip. Contact TVRM, Box 5263, Chattanooga, Tenn. 37406.

Oct. 18-19: Autumn Open House on New Hope & Ivyland, and Buckingham Valley Trolley sponsored by New Hope Chapter, NRHS, features doubleheaded steam with ex-Cliffside 2-8-0, ex-CNR 4-6-0; doubleheaded diesel with ex-Copper Range Bandwins 100 & 101. New this year are rides on restored ex-Phila. Suburban Trans. trolley 26; on display will be ex-PRR Baldwin 9069 and ex-NYC 9315. Unlimited day and night rides on all trains. Weekend pass $20. Sat. only, $15; Sun. $10. Cab rides on advance orders. For flyer send large SSE to Richard C. Roden, chairman, 910 W. Cobbs Creek Pkwy., Yeardon, Pa. 19050.

Oct. 18: Marion to Erwin, round trip behind Clinchfield No. 1 special. Write Carl Loftin, Asheville Civitan Club, Box 7146, Asheville, N.C. 28807 (SSE).

Oct. 19: same trip as above, but sponsored by Marion Civitan Club. Contact Geo. Morgan, Box 1068, Marion, N.C. 28752 (SSE).

Oct. 19: Steam to the Kawartha's. Fall scenery excur. behind Credit Valley 4-6-0 No. 1057. Lv. Toronto for Havelock, Ont., over Credit Valley Ry., open-window coaches, photo runbys. Adults $19, kids $14. Details from Ontario Rail Assn., Box 64, Brampton, Ont., Canada L6V 2K7.

Oct. 25: Clinchfield No. 1 on special train Spartanburg to Erwin, round trip sponsored by Spartanburg Breakfast Optimist Club. Info from Blanton Insurers, Box 8036, Spartanburg, S.C. 29303 (SSE).

Oct. 26: same trip as above, but sponsored by North Brothers, Inc. Details from Mr. Marion Boyette, Box 1451, Spartanburg, S.C. 29301.

Oct. 25: Doubleheader behind ex-CP No. 972 and ex-FEC No. 148 on Lehigh Valley all open-window coach train, photo runbys. Lv. Bethlehem, Pa., 9 a.m. for South Plainfield, N.J., and return about 6 p.m. Adults $24.95, kids under 12 $19.95. Contact Mainline Steam Foundation, Inc., P.O. Box 844, Cranford, N.J. 07016.

Nov. 1-2: Div. 4, MCR, National Model RR Assn. Carnival of Model Railroading, flea market, operating layouts, displays, switching contest. Adults $1, kids 50c, family maximum $2. Hospitality Motor Inn-South, I-77 and Rockside Rd., Independence (Cleveland), Ohio. Contact Jeffrey R. Brashares, 3803 Brendan Lane, North Olmstead, Ohio 44070.

Nov. 7-10: Assn. of Railway Museums 1975 convention at Disneyland Hotel, Anaheim, Calif., hosted by Orange Empire Trolley Museum at nearby Perris. Disneyland, Knotts Berry Farm rail trips, visit Rohr Industries rapid transit plant. Details from ARM, P.O. Box 92, Western Springs, Ill. 60558.

Nov. 15: Special one-day Sonora-Baja, Calif., 312 mile rail trip from Mexical, B. Cfa., to Puerto Penasco, Sonora, and return sponsored by Pacific Southwest Ry. Museum Assn. Charter buses from San Diego, reservations necessary. Write Eric Sanders, PSRMA, 7861 Normal Ave., La Mesa, Calif. 92041.

Nov. 22: Tidewater Scale Model Railroaders open house, 142 W. York St., Norfolk, Va., 1-5 p.m. Admission only by free ticket. SSE to C.N. Fuller, secretary, 1320 Va. Nat. Bank Bldg., Norfolk 23510, or in person from Norfolk hobby shop. •

Pen Pals Wanted

(No charge for listing in this section.)

Mlle. Claudine Menou (age 17), 12 allee Fernand Leger, 95100 Argenteuil, Paris, France, interested in swimming and music, will correspond with daughter of railroad man.

Henry F. Humfreville (age 16), 43758 N. 45th West, Lancaster, Calif. 93534, wants to hear from railfans of either sex. Also wants to discuss info with son or daughter of a Sante Fe railwayman. He is interested in rr. models, agriculture, sailing, and care of pets.

Miss Cherry L. Omanpang (age 24), 93 Colon St., Cebu City, Philippines, salesgirl, college-trained, 5 , 92 lbs., Catholic, wants pen pal.

Jerome D. Reeves (age 15), P.O. Box 15060, St. Louis, Mo. 63110, wants to hear from railfanettes, 14 to 17. Also anyone interested in diesels, passenger trains, Union Pacific, etc.

Mlle. Catherine Aygalenq (age 12), 8 bis rue Ronceraie, 41000 Blois, France, daughter of French railroad man, will correspond with railroader's daughter.

W.H. Sanderson, Southern Pacific loco engr., 6707 Rochester St., will correspond with British Rail employes retired or near retirement.

Mlle. Catherine Sautiere (age 16), 6 rue Leon Careme, 93200 Saint Denis, France, daughter of French RR. chief clerk, seeks correspondence with other railroad men's daughters. Interested in reading, basketball, cookery, classical music, handicrafts.

M. Laurent Jourdain (age 16), rue de la Republique, 60880 Le Meix, Paris, France, son of French RR. retiree, interested in football, reading, cycling, will write to sons of other railroaders.

Corinne Infalt and Colleen Infalt, twin sisters in late teens, 146 Wilson Ave., West Bend, Wisc. 53095, recently took their first train ride.

K.W. Dennis (age 44), 17 Harold Rd., Deal, Kent, England, British Rail employe, married, interested in sports and reading, will correspond with Southern Pacific employe of approx. same age.

Brian Radovich (age 17), 20 Garden St., Milton, Mass. 02186, will correspond with any male or female of similar age on North American rr. subjects.

Thomas Trencansky, 190 Lower Creek Rd., Apt. 85, R.D. 7, Ithaca, N.Y. 14850, will correspond with and trade b&w negatives with fans in other countries.

Miss Herma Ossar (age 28), 93 Colon St., Cebu City, Philippines 6401, beautician, college-trained, Catholic, 5'2", 100 lbs., wants pen pal. •

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